The Hong Kong Daily Press.

No. 5568 號八十六百五千五第 日六念月八年亥乙緒光 HONGKONG, SATURDAY, SEPTEMBER 25TH, 1875. 六拜禮 號五十二月九英 港香 [PRICE $2½ PER MONTH.

Arrivals.

September 24, ABBOTSFORD, British steamer, 649, A. Hunter, Bangkok 15th Sept., Rice.—AH YON.

September 24, MARQUIS DE LA VICTORIA, Spanish transport, 1,200, Don F. del Borrajo Fonto, Manila 20th September.

September 24, KVIK, Norwegian bark, 400, C. H. Loringe, Honolulu 11th August, General.—F. DEGENAER.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 24TH.

Glencarn, str., for Shanghai.
Norna, str., for Swatow.
Lorna, str., for Yokohama.
Estepona, str., for Bangkok.

Departures.

September 24, CHAKON WATTANA, for Shanghai.
September 24, W. G. PATTON, for Newchwang.
September 24, PELHAM, for Amoy.
September 24, BALGOWNIE, str., for Chefoo.
September 24, ASIE MINEURE, for Bangkok.
September 24, Portuguese gunboat CAMOENS, for Macao.

Passengers.

ARRIVED.

Per *Abbotsford*, str., from Bangkok:—
For Hongkong.—The Harry Stanley Panorama and Diorama Troupe, comprising Messrs. H. Stanley, Jas. O'Brien, H. C. Cousins, H. M. Quin, W. H. Mathias, and H. Greenwood; and 8 Chinese deck.

Per *Kvik*, from Honolulu:—
30 Chinese.

TO DEPART.

Glencarn, str., for Shanghai:—
1 Cabin.
Per *Norna*, str., for Swatow:—
50 Chinese.
Per *Estepona*, str., for Bangkok:—
318 Chinese.

The following passengers proceed by the P. & O. Co.'s str. *Peshawur*, to-day, at noon:—
For Bombay.—Messrs. D. C. Tata, S. S. Tutakip, and A. H. Chinoy. For Galle.—Sir R. and Lady Morgan and servant, Mr. and Mrs. Morgan and two children, Miss Siscow, Dr. E. L. Koch, and Mr. Wm. Brown. For Madras.—1 Gun Lascar. For Venice.—Messrs. H. Heinemann, G. W. Coutt, W. Lent, and J. McBain. For Southampton.—Capt. Moloney, Messrs. Moffitt, J. W. Campbell, E. J. Johnstone, W. Dyer, J. Lewarne, Haswell, Wilkie, Davison, and W. Edward, one private, one woman, and three children.

Reports.

The Norwegian bark *Kvik* reports left Honolulu on 11th August, and had light Easterly winds and fine weather all the passage.

The British steamship *Abbotsford* reports left Bangkok on 15th September. Passed the British steamship *Galley of Lorne*, off Point de Valelo, bound South, on the 19th. The steamship *Devonhurst* left Bangkok Bar on the 15th instant, bound to Sourabaya. Experienced strong N.W. winds in the Gulf of Siam, and light N.E. winds the rest of the passage.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Queen of the Seas	Liverpool	Feb. 27
Androklos	Bremerhaven	Mch. 17
Lanercost	Cardiff	Mch. 29
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Bruce	Falmouth	May 3
Solsterk	Shields	May 3
Irene	Hamburg	May 16
Eugenie	Cardiff	May 29
Caprera	Philadelphia	June 2
John C. Munro	London	June 3
America	Hamburg	June 3
Chusan	London	June 14
Eastern Monarch	Liverpool	June 17
Beemah	Liverpool	June 17
Mirella	Cardiff	June 20
Carolus Magnus	Liverpool	June 21
Birker	London	June 26
Charger	Cardiff	June 29
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Iris	Hamburg	July 7
Meteor	Cardiff	July 8
J. Christian	Cardiff	July 16
America	Cardiff	July 17
Mabor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Gryfe	London	July 23
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Hopewell	London	July 30
Stefano	Cardiff	July 30
Lea	Penarth	July 30
Fyen	Newport	July 31
Thingvalla (s)	Antwerp	August 11

Auction Sales to-day.

LANE, CRAWFORD & Co., At 12 noon, Timber and Iron Work.

J. M. ARMSTRONG, At 2 P.M., Household Furniture, &c.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co.
Agents.

tf 1300 Hongkong, 4th June, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co.,
Agents.

tf 131 Hongkong, 21st January, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 26th August, 1874.

To be Let.

TO LET.

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

With Immediate Possession.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYFE & Co., possession from 1st June next.

No. 11, Gage Street, lately in the occupation of Mr. FUBANEY.

DWELLING HOUSE No. 4, Alexandra Terrace. Possession from 1st August.

STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st October.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 2nd September, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to

REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 2, SEYMOUR TERRACE.

No. 13, QUEEN'S ROAD CENTRAL, occupied by Messrs. J. S. HOOK, SON & Co.

Apply to

DAVID SASSOON, SONS & Co.

tf 513 Hongkong, 23rd September, 1875.

TO LET.

HOUSE No. 5, Peel Street, newly painted and in good order, with new Iron Verandahs, containing 7 Rooms.

Apply to

H. A. ASGAR & H. ESMAIL,
No. 17, Gage Street.

tf 998 Hongkong, 28th June, 1875.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to

G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to

S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Bellios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co

tf 1363 Hongkong, 26th July, 1872.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1089 Hongkong, 9th July, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1869.

Intimations.

FOR AUTUMN AND WINTER.

SAYLE & CO.

BEG to call attention to their Stock of GOODS (in the following Departments) suitable for the present and coming Seasons.

TAILORING DEPARTMENT.

Black and Blue Berlin COATINGS.
NOVELTIES in CHEVIOTS and HOMESPUNS (suit lengths only.)

A good selection of new Patterns in TROUSERINGS.

A few Vest lengths of Fancy Berlin VESTING.

Thin Blue SERGE, suitable for present wear.

White CRICKETING FLANNELS of various textures.

Oxford TWILL, SILK and WOOL, and ALL WOOL PAJAMA SUITS.

DRESSING GOWNS, &c., &c.

Gentlemen may rely upon their orders being executed with the utmost care and despatch.

OUTFITTING DEPARTMENT.

Latest Shapes in Black and Drab FELT HATS, DRESS HATS, OPERA HATS, SMOKING CAPS.

New designs in SCARVES, including the "Four-in-Hand Club," "Tennyson," "Windsor," "Club House," and others.

COLLARS of various Shapes.

DRESS SHIRTS, with Embroidered Fronts.

LONGCLOTH SHIRTS, with Military Fronts.

Regatta and Oxford TWILL SHIRTS, a large assortment of Patterns.

White and Colored MERINO and CASHMERE UNDER VESTS and PANTS.

SILK, BALBRIGGAN, White and Fancy COTTON, and MERINO SOCKS.

Knickerbocker STOCKINGS for Shooting.

HANDKERCHIEFS, Plain and Hemstitched.

White, Turkish, Honey-comb, and other TOWELS.

Bath BLANKETS.

Patent DRESS and KID SHOES.

Single and Double Sole BOOTS.

Sole LEATHER OVERLAND TRUNKS, with Trays.

SOUTHGATE'S PATENT OVERLAND TRUNKS, with Trays.

PORTMANTEAUS, COAT CASES, Gladstone and Brief BAGS.

CANVAS BAGS for Soiled Linen for Travelling.

WALKING STICKS.

MEERSCHAUM PIPES, CIGAR TUBES, &c., &c.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG,
AND AT SHANGHAI.

FOR SALE.

THE PATENT SLIP with the VALUABLE PROPERTY at Belcher's Bay, known as the

"PATENT SLIP & DOCK COMPANY,"

and the well-known

NOVELTY IRON WORKS,

with the GOOD-WILL, PLANT, STOCK, TUG-BOATS, and STEAM LAUNCHES.

The two together comprise a most Desirable Property, and to a *bona fide* intending Purchaser the most satisfactory results can be shown. The economy of its Working is not surpassed by any establishment in the World. The Slip has 600 feet of ways, is a Morton Patent, and was constructed in the most substantial manner. Its capacity for large vessels is undoubted. The "*Carisbrooke*," of 1,500 tons, was taken up with all her water ballast on board. The whole is in first-class working order.

One half the Purchase Money can remain on bond and mortgage.

For further particulars address

G. U. SANDS.

1378 Hongkong, 8th September, 1875.

FOR SALE.

THE YACHT "*NAOMI*," as she now lies at East Point, with SPARS, SAILS, RIGGING, and LEAD BALLAST, complete.

If required, the Ballast will be Sold separately.

For Particulars, apply to

L. L. BUSH.

tf 1369 Hongkong, 7th September, 1875.

NOTICE.

THE Undersigned will be absent from Hongkong Professionally until about the 1st of October next.

M. STOUT, D.D.S.

tf 1153 Hongkong, 27th July, 1875.

PATENT SLIP & DOCK COMPANY,
AND
NOVELTY IRON WORKS,
No. 32, PRAYA WEST.

MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.

A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.

Boats and Steam Launches built to order.

H. C. BAILIE,
Manager.

Office, Novelty Iron Works, Praya West.
Hongkong, 26th July, 1875. [6m 1148

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper,.....$1.50
Neatly Bound,.....$2.00

Apply at the *Daily Press* Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [1d 336

Auctions.

NOTICE.

THE SALE of Captain BROOKE'S FURNITURE, at No. 2, The Albany, is POSTPONED till further notice.

LANE, CRAWFORD & Co.,
Auctioneers.

1451 Hongkong, 25th September, 1875.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

THIS DAY,

the 25th September, 1875, at Noon,—

The whole of the TIMBER and IRON WORK, contained in the Eastern Wharf, belonging to the PACIFIC MAIL STEAMSHIP COMPANY, and situated on the Praya, opposite the Company's Office.

A Plan of the Wharf may be seen, and further particulars ascertained at LANE, CRAWFORD & Co.'s Office.

TERMS OF SALE.—Cash in Mexican Dollars weighed at 7.1.7, and the Property to be at Purchaser's risk on the fall of the hammer.

All the Piles must be entirely withdrawn, and the whole of the Material entirely removed within one month from the day of the Sale.

LANE, CRAWFORD & Co.,
Auctioneers.

1414 Hongkong, 17th September, 1875.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. H. CHINOY, Esq., to Sell by Public Auction, at his Residence No. 22, Hollywood Road,

THIS DAY,

the 25th September, 1875, at 2 o'clock P.M.,—

The whole of his HOUSEHOLD FURNITURE, & comprising TABLES, CHAIRS, ENGRAVINGS, MIRRORS, LAMPS, BEDSTEADS, WARDROBES, Marble-top CHEST of DRAWERS, Marble-top WASHSTANDS, DESKS, Glass BOOKCASE, &c., &c., &c.

One Box SILVER WARE, containing:—12 Table, 12 Dessert, 12 Tea, 12 Egg, 6 Salt, and 1 Gravy SPOONS, 12 Table and 12 Dessert FORKS, 1 Soup LADLE, 1 Fish and 2 Butter KNIVES, 2 Sugar TONGS, and 2 Napkin RINGS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

1450 Hongkong, 24th September, 1875.

PUBLIC AUCTION.

SUBSTANTIALLY MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on

TUESDAY,

the 28th September, 1875, at 2 o'clock P.M., at

No. 1, WESTBOURNE VILLAS,
Bonham Road West,

The Residence of H. C. BAILIE, Esq.,—

The whole of his HOUSEHOLD FURNITURE, consisting of Green Rep Covered CHAIRS, COUCHES, Marble-top TABLES, PICTURES, Window CURTAINS, Dining TABLE, SIDEBOARDS, WHATNOT, CROCKERY and GLASS WARE, BEDSTEADS, Toilet GLASSES, WARDROBES, Dressing TABLES, COUCHES.

Also,

1 Walnut-Cased Cottage PIANO, by J. H. SCHWABE.

&c., &c., &c.

Catalogues will be issued, and the Furniture will be on view the day previous to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

1439 Hongkong, 21st September, 1875.

PUBLIC AUCTION.

THE Undersigned has been instructed by Messrs. BIRLEY & Co., to Sell by Public Auction, on board, on

TUESDAY,

the 12th October, 1875, at 11.30 A.M.,

The First-class Iron Screw Steamship

"*LY-EE-MOON*,"

of 611.20 Tons Register, built in 1859, by the Thames Iron Works and Ship Building Company, as a Paddle Steamer, and thoroughly renowned and converted into a Screw Steamer in 1874, by Messrs. W. WALKER & Co., of London, and fitted by the Ouseburn Engine Company, of Newcastle-on-Tyne, with Direct Acting Engines, Compound, Surface Condensing Principle, of 160 Horse-Power, Nominal, working up to 800 H.-P. effectual. Consumption of Coal (Takasima) about 15 Tons, speed 13 to 13½ Knots, Capacity of Bunkers about 160 Tons, Diameter of Cylinders 33in. and 62in. Length 273ft. 0in. Breadth 27ft. 6in. Depth of Hold 18ft. 0in. Carrying Capacity 1,250 Tons weight and measurement. Passengers 1st Class, 36; 2nd Class, 12; 3rd Class, 10; Deck Passengers, 490. Draft with Passengers and Cargo about 12ft. 3in.; or deeply laden, 14ft. 6in. Class, Lloyds 90 yrs.

Spare Engine Gear and Coals to be Sold separately.

This Steamer has very superior accommodation for Passengers, and is well found in Stores of all descriptions.

For further particulars, apply to Messrs. BIRLEY & Co., or to the AUCTIONEER, where Inventory and Plan of the Vessel can be seen.

TERMS OF SALE.—Half Cash on fall of the hammer, the balance on completion of Transfer, Expenses of which are to be borne by the Purchaser.

The Ship, and Inventory, with all faults and errors of description, to be at Purchaser's risk on fall of the hammer.

Intending Purchasers can obtain Inspecting Orders on application to the Undersigned.

CHAS. H. MORGAN,
Auctioneer.

1402 Hongkong, 15th September, 1875.

FOR SALE.

BY PUBLIC AUCTION, at an early date, unless previously disposed of by Private Contract,

The TWO MOORINGS belonging to the Estate of Messrs. AUGUSTINE HEARD & Co., situated as follows:—

Of the Messageries Maritimes Office,

Screw MOORING of 10 Cwt., secured down 3 fathoms, with 15 fathoms 2in. Chain Bridle, Swivel, and Buoy.

Abreast of the Canton Steamer Wharf, on the off shore side of the Inner Channel,

MOORING consisting of two ANCHORS, of about 8 tons and 2½ tons weight respectively, connected by 90 fathoms of 2in. Chain, with 15 fathoms Bridle, Swivel, and Buoy.

All in good order.

Apply to the Trustees of Messrs. A. HEARD & Co.'s Estate, 23, Queen's Road Central.

1434 Hongkong, 21st September, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorising them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.,
Agents.

48 Hongkong, 8th January, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.

EDWARD NORTON & Co.,
Agents.

tf 8 Hongkong, January, 1875.

Intimations.

THOMPSON AND HIND

INVITE INSPECTION OF THEIR

NEW GOODS:

LADIES' WHITE and COLOURED KID GLOVES,
One, Two, Four, and Six Buttons.
WOOL SLIPPER and CUSHION PATTERNS,
Newest Designs.
SILVER FOX, MUSQUASH, and OTHER FUR TRIMMINGS.
CLOTH JACKETS TRIMMED WITH FUR AND FEATHERS.
OTTOMAN SETS. NEW TUCKERS.
BEADED JACKETS, BEAD TRIMMINGS,
Newest Styles.
APPLIQUE TABLEAUS.
BEADED LACE CUIRASSE.
RAMPORE, ROYAL SRINUGGAR, AND CASHMERE SHAWLS.
HYMALAYAN, QUEENSLAND, AND SNODOWN SHAWLS,
For Ladies' Chair Rugs.
New Shapes in Gentlemen's FELT HATS, SHIRTS, COLLARS, AND SCARFS.

666 Hongkong, 8th September, 1875.

DANISH CONSULATE,
Hongkong, 13th August, 1875.

NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.

The following is the exposé of the track of the Cable:—

On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochau Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.

At 23 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Sen and Chanchat Rocks, close to the North of Tsing Sen, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Sen.

From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South-West side.

Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.

From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meao Sima (Asses Ears) on the coast of Japan.

H. KLER
Acting Consul.

1326

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.

Apply to

S. E. BURROWS & SONS.

653 Hongkong, 1st May, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE TOURIST'S GUIDE—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)

GILMAN & Co.,
Agents.

tf 1063 Hongkong, 7th July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1 Hongkong, 1st January, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

DOUGLAS LAPRAIK & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

Intimations.

NOTICE.

THE Annual General MEETING of the Members of the HONGKONG YACHT CLUB will be held at the Hongkong Club House on MONDAY NEXT, the 27th instant, at Four o'clock P.M.

EDWARD BEART,
Hon. Secretary.

5d 1442 Hongkong, 22nd September, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE is hereby given, that the Eleventh Ordinary Half-Yearly MEETING of the Shareholders will be held at the Company's Offices, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 2.30 P.M., to receive the Report of the Directors, together with a Statement of Accounts to the 30th June last.

The Transfer Books will be CLOSED from the 18th September to the 1st October, both days inclusive.

By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.

Shanghai, 7th August, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

IN accordance with *Requisitions signed by 56 Shareholders*, Notice is hereby given, that an EXTRAORDINARY MEETING of the Shareholders in the above Company will be held at the Head Office, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 3 P.M., to consider the following proposals:—

1.—To annul clause No. 7 of the Deed of Settlement.

2.—To pass a resolution for the immediate winding up of the business and affairs of the Company and for the distribution of its assets.

The DIRECTORS on the other hand recommend that no change be made in clause No. 7 of the Deed of Settlement, but that with a view of equalising future Dividends, the following addition be made to clause No. 92, viz.:—

Provided that in the event of a sufficient amount of profits for the payment there-out of a dividend at the rate of Six per centum not having been earned during any year, the Court may with the consent of the Shareholders assembled at a General or Extraordinary Meeting, take from the Reserve Fund hereinafter mentioned such an amount as, with the profits, if any, available, shall be sufficient to pay a dividend at a rate of not more than Six per centum in respect of such year, and may pay a dividend accordingly.

By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.

1244 Shanghai, 7th August, 1875.

CANTON INSURANCE OFFICE.

NOTICE is hereby given, that the Ordinary General MEETING of Shareholders in the above Office will be held at the Offices of the Undersigned, No. 7, Queen's Road, on SATURDAY, the 2nd October, 1875, at 3 P.M.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.

1427 Hongkong, 18th September, 1875.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Instalment of $200 of the Call of $500 per share, authorized by the Extraordinary Meeting of Shareholders held on the 21st June, is payable on the 30th September inst., at the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, Hongkong.

Interest at the rate of 12 % per annum will be charged against the holder for the time being of any shares, in respect of which the above-mentioned Instalment shall not be paid by the said 30th September.

By Order,
W. H. RAY,
Secretary.

1m 1413 Hongkong, 13th September, 1875.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

3m 1131 Hongkong, 1st August, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20%) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

4m 1021 Hongkong, 1st July, 1875.

NOTICE.

LOW LEONG KENG, late of Singapore, but formerly of Chee Hung in the district of Ku Yeo Cheung in China, *deceased*. WHEREAS the said LOW LEONG KENG, by his last Will and Testament, gave and bequeathed his residuary Estate and Effects unto his present son, LOW QUEI SEW, and any other son or other sons he might have living at his death, whether by his second or any other wife or wives, and whether such sons should be illegitimate according to English Law or custom or not, and by the same Will certain legacies were given to each of the daughters of the said deceased, NOTICE IS HEREBY GIVEN, Pursuant to a decree of the Supreme Court of the Straits Settlements (Division of Singapore) made in the cause of LOW QUEI SEW, an infant, Plaintiff, versus LOW SOON WAN NEO, Executrix of the last Will and Testament of the said LOW LEONG KENG, deceased, Defendant, the Persons claiming to be sons or daughters of the said LOW LEONG KENG living at the time of his death, on the 18th day of February, 1873, or to be the legal personal representatives of such of the said sons and daughters as, having survived the said deceased, and attained the age of 21 years, are now dead, on or before the 1st day of November, 1875, to come in and prove their Claims before the Registrar of the Supreme Court of the Straits Settlements (Division of Singapore), or, in default thereof they will be peremptorily excluded from the benefit of the said decree.

Dated this 12th day of August, 1875.

C. E. VELGE,
Registrar.

AITKEN, DONALDSON & BURKINSHAW, 1320] *Attorneys of the above-named Plaintiff.*

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

Intimations.

CITY HALL.

On MONDAY NEXT, the 27th instant, at NINE o'clock.

Musical Director.....Mr. REBEL.

LAST GRAND CONCERT,
BY
MISS JENNY CLAUS,
THE CELEBRATED VIOLINIST,
Kindly assisted by the Amateurs of Hongkong.

PROGRAMME.

PART I.

1.—Quartetto in G minor, for Violin, Piano, Viola, and Violoncello—(allegro and andante).....*Mozart.*
MISS JENNY CLAUS, MR. REBEL, and GENTLEMEN AMATEURS.

2.—Solo, Violoncello—"See the Conquering Hero Comes" (with variations).....*Handel.*
GENTLEMAN AMATEUR.

3.—German Song.....
GENTLEMAN AMATEUR.

4.—Violin Solo—Grand fantasia on "Faust".....*Vieuxtemps.*
MISS JENNY CLAUS.

PART II.

1.—Second grand trio, in C minor, for Violin, Piano, and Violoncello—(andante and scherzo).....*Mendelssohn.*
MISS JENNY CLAUS and GENTLEMEN AMATEURS.

2.—German Song.....
GENTLEMAN AMATEUR.

3.—"Il Trovatore" (fantasia).....*Alard.*
MISS JENNY CLAUS.

Admission $2. Plan of the Hall at Messrs. LANE, CRAWFORD & Co.'s.

1453 Hongkong, 25th September, 1875.

NOTICE.

A YO

Notices of Firms.

NOTICE.

THE Interest and Responsibility of Mr. JAMES WHITTALL in our Firm ceased on the 30th April, 1875.

Mr. WILLIAM PATERSON was admitted a Partner on the 1st May last, and we have authorized Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.

JARDINE, MATHESON & Co.

1291 Hongkong, 20th August, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1869

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of

MALCAMPO & Co.

JOAQUIM MALCAMPO QUIOGA.

6m 584 Amoy, 12th April, 1875.

The Daily Press

HONGKONG, SEPTEMBER 25TH, 1875.

ONE of the most powerful instincts of this nineteenth century is the desire for progress—physical, moral, and political. There are few countries, indeed, at the present moment where the first command with regard to the subduing the earth is not fully obeyed. One notable exception, however, exists—China. It cannot be denied that the inspiration is on her also, but what she is doing is so infinitesimal in proportion to her resources and population as scarcely to merit notice. Before China can make any considerable advances many of her old and stupid prejudices must be surrendered, and, above all, her prodigious self-conceit be dissipated. She has much to learn and more to unlearn. It will be readily admitted that she has sufficient grounds for many of her foibles. Few nations of the West, if any, can point to a history of two thousand years, during which the people, despite several sanguinary civil wars, have enjoyed such a comparatively large measure of personal security and possessed so much material happiness and content. Unfortunately, however, the culmination of this prosperity was reached in the days of the earlier monarchs of the present dynasty, and since then China has been in that stage of existence—sad to witness, whether in nations or individuals—when they seek a reflected glory from the Past and are hopeless of achieving more in the Future. Recent experiences and researches by foreigners in the Empire tend to show that nearly everywhere the people are devoid of energy, and that evidences of universal decadence abound in all parts, from the Burmese borders to the Great Wall. Great and important industries have been neglected; public works, the pride of a once indefatigable race, are fast falling into hopeless decay for need of necessary repairs. Officials are apathetic to every interest but their own. Listlessness and corruption are gnawing at the vitals of the Empire like a deadly canker.

To this pitiable state of affairs has already been added the unparalleled conceit of the people, and which, perhaps, presents the most insuperable obstacle in the way of reform. No other nation under the sun possesses such an amount of self-satisfaction and self-sufficiency. While other nations recognise the necessity of casting aside traditions before they can attain the full light of civilisation, China is cherishing hers with the idea that what has been will be again. Relics of departed worth, however useful they may have proved in the past, ought now to be carefully tabulated and buried for ever out of sight. It is apparently vain to hope that this will be done in the Middle Kingdom. The Chinese know that what they have enjoyed arises from their social polity. They say—"What can you give us in return? Our nation has had three thousand years of continuous existence. On the other hand, look at the changes which have been going on in your Europe during the last three-quarters of a century. Conquest and re-conquest following in quick succession; famine and slaughter hardly ever absent from your borders. While China!—we are perfectly satisfied with our condition: take away your Christianity and your opium, and leave us in peace." Of course when foreigners present an *ad hominem* argument touching on Mahommedan rebellions and Taiping risings, they are quietly told that these were men without principle and beyond the pale of right reason; and if they refer to the corruption permeating official life it is simply glossed over. The Chinese are invariably on such occasions conveniently blind to the glaring abuses of power, the scandalous perversions of justice which prevail in every province and city. As it is, the whole Empire, as one man, is united in singing psalms of praise to the past of China. The past has been glorious, they cry: let us perpetuate the past!

What then can be done with such a people, the dicta of whose sages have passed into a creed, and a system of Government consecrated by antique ceremonial, and preserved by patriotism and prejudice, which time only serves to deepen and engrain? Reverence for the Government in China has grown with the growth of years, enters deeply into the habits of the people, and has proved another potent barrier to the true progress of the country. It is true that the Chinese go beyond reason as their sages and philosophers imagined it, because the conditions are altered, but it is impossible to convince them of this fact. Nor can they be induced to see that it is ridiculous to apply a patriarchal system of Government, originally equal to the task of ruling a few millions of simple and primitive agriculturists, to the control of the teeming population of the Empire as it now is. What then is to be done? The dry bones cannot live. Patriarchal simplicity and exclusiveness are incompatible with standing armies, free trade, and international communion. The relations which China holds to other nations are now altered, and require corresponding changes on her part. The dead Past must bury its dead. The Central idea of exclusiveness is obsolete, and if this truth could only be impressed upon the conviction of the statesmen of China the gain would be great. But this is too much to hope. We must wait till China's Embassies and Educational Missions see, and come into contact with, the civilisation of the West. They will then have opportunities of comparing their own beloved institutions with those which have grown up, in so comparatively brief a period, in the great countries of Europe. They will be able to contrast the mode of administering justice in Britain with that practised in their own country. They will be in a position to note the inventions and improvements ceaselessly taking place in the busy cities of Europe, and mark what they have done for the people. And however thick the mantle of conceit in which they may be wrapped they will be constrained perforce to admit that the "barbarians" can teach them much by which their material comfort and social well-being can be promoted. In the meantime, however, it seems useless to attempt to reason them out of their senseless hatred of anything savouring of innovation.

Private telegrams received from Shanghai yesterday make no mention of any difficulties having arisen in connection with the settlement of the Yunnan affair.

We are glad to learn that one of the divers at the wreck of the *Japan* has succeeded in reaching the treasure tank, which he found broken. He inserted his hand and took out some dollars.

MARINE MAGISTRATES COURT.

24th September.

BEFORE H. G. THOMSETT, ESQ., R.N.

BREACH OF STEAM LAUNCH ORDINANCE.

Kwok Sai, master of the licensed steam launch *Ngan-ying* No. 4, was summoned by Mr. John Speechly, boarding officer in the Harbour Master's Department, for not having life buoys and safety valve on board as required by the "Steam Launch Ordinance, 1875."

The defendant was fined $10; in default, ten days' imprisonment.

POLICE INTELLIGENCE.

24th September.

BEFORE JAMES RUSSELL, ESQ.

STEALING A CHAIR COVER.

Tong Aching, a chair coolie, charged one Chung Wong Sow with stealing a chair cover.

The prosecutor said he was a servant to Mr. Welsh, and placed the chair yesterday in front of the Hongkong and Shanghai Bank. The prisoner and another man came up and took away the chair cover. The other man got away.

The prisoner, who denied the charge, was sentenced to seven days' hard labour.

ASSAULT.

Wm. Leary, a seaman on board H.M.S. *Victor Emmanuel*, was charged with refusing to pay chair hire and assaulting the chair coolie. He was fined $2, and ordered to pay 25 cents to the coolies.

A GENERAL MELEE.

Tang Afat and two others were charged with having a desperate fight round a hydrant.

From the evidence of the Police and of Mr. Parker there appears to have been a desperate fight, in which above one hundred men armed with bamboos took part. A number of the men were arrested, but were rescued from the custody of the police.

The first prisoner was the ringleader and he was sent to six weeks' imprisonment. The second prisoner was not recognised as being mixed up in it and was discharged. The third was sent to three weeks' imprisonment.

STREET GAMBLING.

A man named Li Afat, charged by P.C. 28 with gambling, and identified as an old manager at Hung-Ham, was sentenced to two months' hard labour.

THE MARINE HAWKERS AGAIN.

P.C. Mark O'Brien charged Sui Amee, a hawker in a small boat, with the unlawful possession of a piccolo.

The prisoner said he bought it for 10 cents from another hawker.

Mr. Russell told him the silver keys on it were worth considerably more than that.

Remanded until Monday next.

A ROGUE.

A Chinese destitute the other day was furnished with 50 cents out of the Poor-box to enable him to get to his native place and have a meal or two on the road. He was placed on board a passage boat, but he pocketed the money and came on shore again next morning. Yesterday he was apprehended again by the police, and charged accordingly. He was sent to one month's hard labour as a rogue and vagabond.

ALLEGED WATCH ROBBERY.

The remanded case, in which A. Gomes and J. Dias were charged with knocking down a man and afterwards robbing him, came on again, having been remanded to enable the prosecutor to produce a man he said had gone to Macao and from whom he bought the watch. A man from Macao was procured, but he denied selling him the watch. The prosecutor said the man he meant was Antonio Italiano. The witness said Antonio Italiano left the *Alva* in Sydney, and did not come on in the vessel. The prisoners said the prosecutor never bought a watch in Hongkong, and the only one he had he sold to a Chinaman.

The prosecutor was then placed in the dock on a charge of giving wilful false evidence, and both cases were remanded for further enquiry.

BEFORE THE HON. C. MAY.

COUNTERFEIT COIN.

The remanded case, in which Ng Akee and three others were charged with passing counterfeit coin, was further remanded until to-morrow, on the application of Mr. Brereton.

THE OPIUM CASE.

The application on the part of Mr. Brereton for the recovery of the opium thrown overboard from the Canton steamer was again further adjourned until to-morrow, at the request of Mr. Brereton.

MACAO.

(*From our own Correspondent.*)

23rd September.

A general thanksgiving service for preservation from typhoons took place in the Cathedral yesterday. High mass was celebrated and a sermon preached in the morning, and the *Te Deum* was sung and a procession took place in the evening. The Acting Bishop delivered a powerful and impressive sermon, and brought vividly to the recollection of his hearers the horrors of the memorable typhoon of last year. A crowded congregation assembled to hear him.

There was also a religious festival held today, at St. Augustine's Church, to celebrate the votive offerings of the police force of this place for the preservation of their lives during the partial destruction of the police barracks in the great typhoon of last September. High mass was said and a sermon preached in the morning, and the *Te Deum* was sung in the evening. At night both the police barracks and St. Augustine's Church were illuminated, and the band of the *Tejo* played some select airs.

A party of excursionists from Macao went up the river on Monday last with their families for the purpose of fishing, and it is said they were insulted, in threatening language, and even fired upon, by some of the guards from one of the boats belonging to the Customs Post at Chinsan, for having refused to stop so as to enable the Chinese to examine the boat in which they were quietly sailing. The party lost no time in laying the fact before the Governor of Macao, and the mandarin of the Customs Post at Chinsan was summoned by His Excellency to appear on Wednesday (yesterday), before the Procurador, to answer the charge brought against his *employés*.

The *British Medical Journal* regrets to announce the death of Mr. John Churchill, the eminent medical publisher, who for many years, originally in Prince's-street, Oxford-street, and subsequently in New Burlington-street, has been most intimately associated with the members of the medical profession by the publication of their works. Mr. Churchill died at Tunbridge Wells on the 3rd August, and was within a few hours of completing his seventy-fourth year.

CANTON.

(*From our own Correspondent.*)

22nd September.

It is reported that a few days ago a passenger boat, plying between Hoangshan and Macao, was captured by one of the Customs cruisers when on her way to the last named place. It appears that the boat was hailed by the cruiser and ordered to stop, which command was obeyed. A long search was then prosecuted by the Customs officials, but they failed to find any dutiable cargo. At length, however, the attention of one of them was attracted by a sealed bamboo basket, and he asked what it was, and who owned it. No one offered to claim it, and it was accordingly opened and found to contain a quantity of Wai Sing lottery books. The Customs officers thereupon took possession of the boat and towed her to Canton, where the passengers and crew were allowed to go free. The four owners of the craft were detained in custody. It is not yet known to whom the lottery books belonged, or whether they were on board with the permission of the owners. The latter positively disclaim all knowledge of them, and assert, what is most probably the fact, that they belonged to one of the passengers. But there is little doubt that, according to the usual Chinese custom, it will be made a pretext for a squeeze.

THE EXAMINATIONS AT HANGCHOW.

September 10th.

The Provincial Examinations for Kü-jin, or for the second degree, are going on here at present, and the streets have presented quite a crowded appearance for some weeks past. No signs of a mob or riot of any kind have been manifested. There are about nine thousand candidates, come together from all parts of the province, and some even from some other provinces. They went into the Examination Hall last Tuesday morning, and the first set of texts on which they were to try their skill was issued on Wednesday morning about five o'clock. One of the texts is from the Analects:—Tsze-kung said, "What do you pronounce concerning the poor man who yet does not flatter, and the rich man who is not proud?" The Master replied "They will do, but they are not equal to him who, though poor, is yet cheerful; and to him who though rich loves the rules of propriety." The second text is from the *Doctrine of the Mean*; the words are:—"When one cultivates to the utmost the principles of his nature, and exercises them on the principle of reciprocity, he is not far from the path. What you do not like when done to yourself, do not do to others." The third text is from the writtings of Mencius:—"The empire was greatly delighted. It is said in the Book of History, Great and splendid were the plans of King Wan! Greatly were they carried out by the energy of King Woo." The candidates came out from the Hall yesterday afternoon, having spent some thirty-six hours on the above mentioned texts. They do not enter the hall in their holiday attire, and after the confinement and mental effort reappear a very seedy and used-up looking set of men. They have gone in again this morning to try their gifts on another set; and then after having gone in once more, three times in all, will return to their nine thousand homes, where they will all fondly regard themselves, and be regarded by their fond friends, as Kü-jin for about a month; after which it will be revealed to them that about eight thousand eight hundred and eighty were labouring for that time under a pleasing hallucination, as only about a hundred and twenty degrees will be given. The others must brace themselves up and do better next time. The examinations this year are outside of the ordinary triennial course; they are from the special favor of the Emperor, and take place in the first year of the new reign or in the year of the Emperor's marriage, or the birth of an Imperial Heir; there are also about thirty more degrees conferred than at the ordinary examinations. Among the contestants are to be found all ages; from the youth scarcely half way through his teens to the old man in the neighbourhood of threescore and ten; all classes, from the sons of high officials and merchant princes, to the poor scholar who has been saving regularly a few cents for the preceding two or three years, from his not very certain salary of four or five dollars a month, so as to be able to pay the ten or fifteen dollars which he must necessarily expend while trying for the degree that will place him among the celebrities of the empire.

We are told that bribery is by no means a negative quantity in securing the coveted degree: a candidate while clasping the hand of one of the under examiners, will inform him that the fifth word in the first line of his essay will be "but" and the fifteenth word in the third line will be "also;" when he withdraws his hand if a note for a sufficiently large sum payable that that day by a bank in the city is found in the hand of the examiner, the essay with the said character in the said places is pretty sure to be handed up to the chief examiner, who, however, is said to be beyond the influence of such "ways that are dark and tricks that are vain." As to the truthfulness or otherwise of this last part of the statement I have no means of deciding. But notwithstanding such drawbacks the idea of so many of the best scholars in the empire contesting together for a prize which in theory at all events is to be given only to the best trained and best furnished intellect, irrespective of every other influence, is well worthy of being introduced to the consideration of others besides the governors of China.

A number of the candidates die in the hall each year. Two or three deaths have taken place already, one a suicide; their corpses, however, have to be smuggled over the back wall; as it would be a bad omen to have them carried out through the gate.—Correspondent of *Shanghai Courier.*

CHINESE PROCLAMATION ENJOINING RESPECT FOR THE WRITTEN CHARACTER.

Liu, Prefect of Foochow; the Min Magistrate, Chang; and Chou, Magistrate of Hou-kuan, issue a proclamation of stringent prohibition. On the 15th of the 6th moon, certain Chu-jens (M.A.'s), Chang Hsiung and five others, and a Sub-Prefect, presented a joint petition, in which they made the following statements:—

The sages and virtuous men of antiquity first used writing characters, and through those numberless ages have been benefitted; with what reverence and pity ought not then these characters to be regarded!—not treated as the people in the city, lanes, and shops treat them. On the paper used for wrapping up articles, and for making umbrellas, on the sides of shoes, on pillows, at the bottom of night-stools, the shop mark or sign, or the stamp, or the hong name, is often inscribed, the characters sometimes being very numerous. These papers then become heaped up together, and are often torn and washed away, or the characters soiled with dirt in a way that excites one's strongest indignation. There are likewise certain wealthy book shops which possess, concealed away, the block types of licentious books; these they print, and either sell them or hire them out. Still more numerous are the little books of loose songs and immoral rhymes, parodies of the classics and the Buddhist Scriptures, which are printed and distributed among the people. These are highly injurious to morality, and destructive to the morals of the people, but it is believed the issue of such works is prohibited by a fundamental law of the Empire. As to the shop people, if they wish to have the genuineness of their goods or their value certified, they should change their marks and signs to a definite number of rings, and change the writing on their shop boards for insects, fish, flowers, birds, sceptres, &c. These would amply suffice to testify to the goods and for purposes of advertisement, and written characters would not be required to be used. In the 2nd year of Hsien Feng, one Chen, and in the 11th moon of 1st year of Tung Chih, one Shun, severally requested a prohibition to be issued, as is on record. But the prohibition has been so long in abeyance that the old custom has come up again. As the present time is the period when the examination for Chu-jen by Act of Grace is being held, and a great congregation of goods and stores are got together, this degrading use of written characters is much on the increase. Enclosed is a communication to the Hou-kuan Magistrate, asking him to rigorously prohibit the sale of little books of loose songs and lascivious rhymes; also to have the types of the immoral books destroyed within a certain time; the shop people too should use rings for their signs and marks, and insects, birds, fish, flowers, &c., for use on their shop boards. Thus many benefits will accrue to the public morality.

On receipt of the above, the Prefect and Magistrates have to remark that a former Magistrate had before strictly forbidden the use of written characters in the way described above. Being now recipients of another petition on the same subject, the Prefect and Magistrates feel it incumbent on them to issue some proclamation. Wherefore, all you soldiery, and people, and booksellers, and shop people of all kinds, are to know and understand that written characters are a precious bequest by Heaven, handed down to us from the sages and eminent men of former times, and should be regarded as being as precious as jewels and worthy of all our reverence and respect. After the publication of this proclamation, all the block types of immoral books must be destroyed, and the various characters used for signs and marks should be changed into a certain number of rings, whilst the shop boards should be inscribed with insects, birds, beasts, fish, flowers, &c., instead of characters. If any dare to show themselves contumacious, they will be severely punished. No indulgence will be shown. Let all tremblingly obey. Do not disobey. A special proclamation.—*N. C. Herald.*

COMMERCIAL INTELLIGENCE.

OPIUM.

FRIDAY, 24th September, 1875.

Nothing has been done to-day in Bengal drug; there appears to be a perfect apathy on the part of the native dealers to make fresh bargains until their late purchases are worked off. The quotations are, nominally, $660 to $662½ for New Patna, and $577½ to $580 for New Benares. Good Malwa continued in request at $595, without much disposition on the part of the holders of the drug to meet buyers. Stock of New Patna compated at 550 chests, of New Benares at 200 chests, and of Malwa at 350 chests.

EXPORT CARGOES.

Per *Peshawar* for London, &c.:—

For London 12,988 boxes, 5,420 half-chests, 1,497 chests, 3 pkgs. Tea, Raw Silk 1,484 bales, Silk Piece Goods 25 boxes, Waste Silk 6 bales. For Continent Raw Silk 695 bales, Cocoons 50 bales. For India about 300 pkgs. Silk.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand,	4/0
Bank Bills, at 30 days' sight,	4/0½
Bank Bills, at 6 months' sight,	4/1
Credits, at 6 months' sight,	4/1½
Documentary Bills, at 6 months' sight	4/1⅝

ON BOMBAY.—Bank, on demand 220½

ON CALCUTTA.—Bank, on demand 220½

ON SHANGHAI.—

Bank, sight	72½
Private, 30 days' sight	72¾

SHARES.

Hongkong and Shanghai Bank Shares—21 per cent. discount, firm.

Union Insurance Society of Canton, new shares—$550 per share.

China Traders' Insurance Company's Shares—$1,050 per share, firm.

China and Japan Marine Insurance—Tls. 93 per share.

Chinese Insurance Company.—$210 per share.

Hongkong Fire Insurance Company's Shares—$500 per share.

China Fire Insurance Company's Shares—$140 per share.

Victoria Fire Insurance Company's Shares—$167 per share, sales.—

Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—30 per cent. discount, firm.

Shanghai Steam Navigation Company—Tls. 6½ per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—55 per cent. discount.

SALES ON SEPTEMBER 24TH, 1875.

As reported by Chinese.

White Wax, 2 pieces, at $34.50, by Kwong-hing-chong to travelling trader.

Vermicelli, 90 bags, at $8.00, by Kin-foong to travelling trader.

Fungus, 10 bags, at $34.60, by Kin-foong to travelling trader.

Dried Lily Flowers, 10 bags, at $9.40, by Kwong-wing-shun to travelling trader.

Black Pepper, 100 bags, at $10.30, by Wo-shun-hing to travelling trader.

White Sugar, 200 bags, at $5.70, by Chun-chong-wing to local trader.

Milled Rice, 1,000 piculs, at $1.26, by Wo-hing to local trader.

Cuttlefish, 10 bags, at $24.00, by Yue-wo-loong to local trader.

Black Dates, 10 bags, at $3.20, by Yue-tai to travelling trader.

NEWS FOR THE ENGLISH MAIL.

BRITISH POLICY IN CHINA AND ITS FRUITS.

The nerveless policy of the Hongkong Government with respect to Chinese grievances is now resulting in a state of things not only highly discreditable to itself, but most injurious to the interests of the Colony. It was foreseen long ago, and, indeed, foretold in these columns, that the action of the Colonial Office in turning a deaf ear to the memorials forwarded by the merchants and residents of this colony on the subject of its blockade by Chinese Customs cruisers would inevitably have the effect of aggravating the evil complained of. Things *have* glided from bad to worse: the prophecy has certainly been most abundantly fulfilled. The number of junks seized has largely increased. As stated by us a short time since, no less than thirty of these vessels have been intercepted on their way from Hainan to Hongkong and Macao within a brief period, and on the merest pretence. Nor is this all. The rapacity of the Customs officials seems to grow with the impunity which attends their illegal, unjustifiable, and violent acts. Not only junks, but the small craft, cargo and passenger-boats, leaving Canton and the villages on the river with provisions and other articles for Macao have been seized, on the pretext of smuggling, or that their manifests did not agree with their cargo, and subjected to heavy fines. The result is that in Macao the price of many necessaries of life has risen greatly, while a number of boat owners have given up trading rather than run the risk of being thus black-mailed. The junk trade of this colony is, of course, suffering from the enforcement of this system of official squeezing, and that of Macao, already woefully reduced, is threatened with something like utter ruin. All this is most unmistakeably due to the pusillanimous attitude assumed by the Colonial Government, in which it has been backed up by the SECRETARY for the COLONIES.

The policy of the Hongkong Government on this subject has, ever since the departure of Sir RICHARD GRAVES MACDONNELL, been of a most inert character. It has resolutely endeavoured—and this is the only respect in which it has exhibited any decision—to ignore this uncomfortable and disturbing question. It sought to shelve the subject as long as possible, and when at length compelled to take some action, indulged in milk-and-water despatches that have in the end only operated prejudicially to the interests of those who desired and deserved its protection and assistance. Had the vigorous policy which Sir RICHARD MACDONNELL adopted been followed by his successor, the evil would never have attained its present proportions, and might perhaps have been abolished, as far, at least, as it affected the trade of Hongkong. But it was not, and an organised system of exaction on the junk trade was the consequence. That most glaring example of the unlawful procedure of the Chinese Customs Authorities, the seizure and confiscation of the *Kum Hop Sing*, will not soon be forgotten. The facts in that case were clear and undeniable. The junk cleared from Tamsui for Hongkong with a miscellaneous and valuable cargo, on which the lekin tax was duly paid and receipt given, and yet it was captured by a Customs cruiser in the Ly-ee-moon Pass and in British waters, taken to Canton and there confiscated and sold. An appeal was made to Sir ARTHUR KENNEDY, who transmitted instructions to Sir BROOKE ROBERTSON to take action in the matter. What action H.B.M.'s Consul at Canton took is now a matter of history. It certainly did not serve the cause of the unfortunate junk-owners. Nor did the Imperial Government display any interest or activity in connection with the affair. The petition addressed to HER MAJESTY by the Chinese merchants of this colony on the subject was allowed to lie unheeded for months in a pigeon-hole at the Colonial Office. And when at length it was answered, the reply was of the most unsatisfactory nature. The British Government has clearly made up its mind that there is a great deal of smuggling going on at the port, and it will not hearken to the voice of the community though it is unanimous in representing the injury done to the trade of the colony by the unprecedented conduct of the Canton Customs Authorities. Some one is responsible as the adviser of the Imperial Government, no doubt; but it cannot be denied that this colony has been treated slightingly by the head of the Colonial Office.

Lord CARNARVON is not likely to be troubled with any more Chinese petitions or memorials on the subject. Neither is the Hongkong Government. We state this on good authority. The native merchants have tried and found both wanting. An appeal to either would prove utterly bootless. More than this, it would involve the luckless junk-owner in greater difficulty and render him liable to a heavier fine. It is not likely, therefore, that he will again lean upon such a shaky reed as the Government has proved in the past. The Chinese have chosen for the future to bear the ills they have, which are bad enough, but might be augmented by appealing for protection where there is no chance of its being granted. When a junk or vessel is seized they will submit to be "squeezed," will make the best bargain possible. Such is the decision come to by the natives. It cannot but have an adverse influence on trade and commerce. These heavy imposts upon trade must tend to restrict trade and discourage enterprise. The local Government has had opportunities of making its influence felt, but has failed to use them. It has lost prestige in consequence, and is neither feared nor esteemed in China. The Chinese merchants no longer trust in its ability to shield them from the extortions of the Canton Authorities, and have ceased to hope for redress through its intervention. In fact Chinese authority asserts itself in Hongkong, indirectly, and probably exercises as much real power over the wealthier natives as the Government itself. British prestige has indeed for some years been declining all over China. Proofs of this fact are afforded nearly every week in the attacks made upon and insults levelled against British subjects. The timid and wavering policy of the Government of Great Britain is bringing forth fruit which is not pleasant to the taste. Time was when foreigners, chiefly through English influence, were both feared and respected in China. But it has gone, and will never return until the British Government retraces its steps, and once more shows a firm, unflinching, and decided demeanour in the East. It is idle to attempt to govern India according to English ideas; it is equally idle to seek to deal with the Chinese as with Europeans. Why attempt to keep up the miserable fiction that China is a civilised power? Why not at once recognise the plain truth that she possesses an antiquated but imperfect form of civilisation, and that, practically speaking, she is without a Central Government? Having recognised this fact, it would be easy to deal with her accordingly, and many unnecessary complications would be thereby avoided. But it is useless to hope for any change in the policy of the Imperial Government, at present, it is to be feared. It is perhaps equally futile to expect any alteration in that of the Colonial Government as at present constituted. But trouble will assuredly arise out of past mistakes, when it will be too late to correct them.

POSTAL RATES IN CHINA.

The rates of postage between Hongkong and other countries are both capricious and excessive. This colony has a good right to complain of its treatment by the Home Postal Authorities. It has never been favoured by any concessions, and does not enjoy any extraordinary privileges for the high rates charged. It is true the Government pay a heavy subsidy to the P. and O. Company, but that does not constitute a sufficient reason why the lowest rate at which a letter can be despatched from here to Great Britain is 24 cents, while the Australians can send their letters home for half that amount. It cannot be pleaded that the distance from Australia is less, for it is some two thousand miles greater. It would be interesting to know, too, why a letter can be forwarded from Hongkong to Malta for eight cents, when for another two thousand odd miles sixteen cents more is demanded. How is it that the United States Government can afford to carry a letter from Hongkong to the farthest limits of the Republic for eight cents, the sum charged to convey a letter from here to Canton? The postal system in America does not yet pay. If therefore, the United States Government can carry letters at this low rate, the British Government, which has long derived a large revenue from the Postal Service, ought to be able to reduce the present exorbitant tariff between the Far East and Europe. As a proof of the capricious manner in which the rates have been fixed it may be mentioned that newspapers can be sent from Great Britain to Hongkong *viâ* Southampton for one penny, while the rate from this colony home by the same route is four cents. Why this difference? It is manifestly unfair and unjust, and utterly inexplicable, save under the supposition that the colony is more than ten thousand miles away and the mutterings of the residents are not very audible at that distance.

But the grievances of the Hongkong community are not confined to the rates hence to Europe. The local tariff is also very high. It is uniform, and may not perhaps appear very exorbitant when sending a letter to Japan or to Newchwang. Neither does eight cents seem very high for postage of a letter to Singapore or Batavia. But it is certainly a great deal too much for sending letters to Canton, Macao, Swatow, Amoy, Foochow, Ningpo, and Shanghai. It is possible now to send a missive to New York, or as already stated, to Malta, for the same amount as to Swatow. This is surely an inequality that needs to be removed. A reduction in the local rates of postage is urgently needed. In large houses the sum spent on postage in the course of a year is a considerable item, and in these days of depressed trade and diminished profits a reduction in the rates would be sensibly felt by merchants and others engaged in business. It must be borne in mind, also, that the postal service between here and Foochow, Amoy, and Formosa, is worked by the steamers belonging to a private company, without subsidy of any kind. The communication is maintained with admirable regularity, and Messrs. LAPRAIK & Co. deserve some other recognition than the thanks of the Amoy and Foochow communities, which they recently received, for the efforts they make to ensure punctual delivery of the mails. They ought certainly in fairness to receive a small subsidy for allowing their steamers to be made the means of postal communication. About the advisability of a reduction of the rates of postage in China and Japan there can be no doubt whatever. Some reduction has, we believe, been made in the local rates in the Straits Settlements, and with satisfactory results. Diminished rates here would more than likely be followed by a considerable increase in the correspondence, and while conferring a benefit upon the community, the revenues of the Post Office would not suffer eventually, even if there was a slight loss experienced at first. It would hardly, perhaps, be wisdom to depart from a uniform system of local rates and have varying charges, but the present rate could well be materially reduced.

With regard to the lowering of the rates to Europe there is no doubt that this colony has a strong claim upon the Imperial Government for consideration, and the Colonial Government ought to urge the matter upon the Postal Authorities at home. England has recently joined the new Postal Convention, and it will be possible for her citizens now to send letters to almost any foreign country for 25 centimes, somewhat less than two pence half-penny, and a newspaper or packet for seven centimes. Having secured those increased postal facilities for the British public, the Imperial Post Office Authorities ought to turn their attention to the neglected communities in China and Japan, who for so many years have uncomplainingly paid an unduly high rate of postage. A reduction of the rate to Great Britain to twelve cents *viâ* Brindisi for letters, and to two cents for newspapers, would content the residents here, and would not be an unreasonable concession. This is, as above stated, the rate from Australia, and there is no reason why the same tariff should not suffice for Hongkong. It would still be a high charge, and one that ought to prove remunerative. It is certain that a large increase in the number of letters would be the immediate result of a reduction in the tariff, and if lowered to the rate mentioned, there would probably be no further agitation on the subject. As there are two or three years of the existing contract with the P. & O. Company still unexpired it cannot be expected that an immediate reform in the postal rate can be effected. But in those cases where no subsidies are paid or contracts exist, it is not too much to hope that a reduction will be speedily conceded. While therefore there may be some excuse for not at once lowering the postage to Europe, there is none for not reducing the local rates. The question ought to be taken up by the Chamber of Commerce. No doubt representations made by them would receive respectful attention at the hands of the Government. It is to be hoped it will receive the prompt and serious consideration of the authorities, and that they will see their way to making an appreciable reduction in the present rate. The subject is one in which all the foreign residents in China and Japan are interested, and they will hail such a reform with great and unmixed satisfaction.

CHINESE INSURANCE COMPANY.

An Extraordinary General Meeting of Shareholders in the above Company, was held at the Company's Office, Hongkong, on the 22nd inst., for the purpose of submitting some contemplated changes in its Articles of Association. There were present:—Messrs. A. André (chairman), Geary, C. M. Kerr, Burrows, Bellios, Hayllar, Q.C., R. Deacon, Dodds, Russell, Brereton, E. Sharp, McCulloch, Landstein, Sandeman, Linstead, Bell, Cordes, Middleton, H. Smith, J. Greig, Bowden, Cox, Manger, Crawford, Anton, Kuhlmann, J. Smith, Alabor, Grobien, Wheeler, O'Brien, &c., &c., and a large number of Chinese.

Mr. GEARY (one of the General Agents) then read the following notice calling the meeting:—

"The Chinese Insurance Company, (Limited),

"Hongkong, 1st August, 1875.

"DEAR SIR,—We have to call your attention to the near approach of the time when the first term of the Chinese Insurance Company will terminate, and we have to suggest for your consideration, as a Shareholder in the Company, such revision of our Articles of Association as will enable us to provide for the continuance of the Company, and so hold together the valuable constituency which has been acquired during the past four years. The Directors feel confident that the career and success of the Company thus far have given you satisfaction, and trust that you will agree with them that such a large and valuable business should be maintained in the interests of the Shareholders.

"We have, therefore, at the request of the Directors, to submit the proposed changes in the Articles of Association as stated on the annexed sheet.

"The alterations herein suggested will be submitted for approval at an Extraordinary General Meeting of the Shareholders to be held at the Registered Office of the Company, on the 22nd September next, at half past 3 o'clock, in the afternoon, of which we now hereby beg to give you formal notice, and, failing your ability to attend the meeting in person, in order to secure the required number of votes, as per Section No. 148 of the Articles of Association, your proxy in favour of the Chairman of the meeting is respectfully solicited, as per enclosed form, which we will thank you to return to us duly signed and witnessed.—We are, &c.,

"OLYPHANT & Co., General Agents.

"P.S.—An Extraordinary General meeting will be held at the Registered Office of the Company, Victoria, Hongkong, on 6th October next, at half past 3 o'clock in the afternoon, to confirm such Special Resolutions as may be passed at the Extraordinary General Meeting of 22nd September."

The CHAIRMAN then said—Gentlemen,—The Circular which has just been read to you, calling this meeting, has been in your hands for some time past, and you are all, I am sure, very well aware of the purport of the resolutions that the Directors have submitted for your approval. They ask you to vote in favor of these resolutions, that the Articles of Association of this Company may be so altered as to permit of the continuance of the Company which otherwise would cease to exist on the 30th June next. Before issuing this Circular the Directors took the matter into their most careful consideration and decided that the interests of the whole body of the Shareholders would be best served by perpetuating the Company and so maintaining the business and constituency which it has been so successful in securing, and with the aid and advice of their counsel they have proposed the changes in the Articles of Association to accomplish this purpose which are now before you, and to which they ask your support. It may be well to mention here that the Directors have every confidence in the legal opinion that they have received as to the legality and advisability of the measures they propose to you, and if they should receive your sanction they believe that a continued career of prosperity is before the Company. The only business before this meeting to-day is to receive your approval or non-approval of these Special Resolutions, but I would take the occasion, which your presence here to-day affords me, to refer to one important matter concerning the interests of the Shareholders of this Company which has been brought before the public by means of anonymous letters printed in the daily local papers, and that is regarding the cost of conducting the Company's business. I do not propose to enter into a length argument on this point, as it is one foreign to the subject now in hand, but, under the circumstances, I feel it my duty to say to you that the Directors have had this question under full discussion and consideration, and while they find that the cost of conducting this Company is no greater than that of other Marine Insurance Companies doing a similar business, they will be happy to take into their consideration the views which any shareholder may suggest to them of the subject. At the same time they do not hesitate to state their conviction that a change of management would be very disastrous to the Company's interests; and when speaking on this subject I should be doing injustice to my own feelings (and my fellow Directors are in perfect accord with me) if I did not say to you that the success which has attended the Chinese Insurance Company ever since its formation has in our opinion been mainly due to the zeal and good management of Messrs. Olyphant & Co., its General Agents. After such a disastrous year as was 1874 for all Marine Insurance Companies, for a small Company such as ours to have paid 12 per cent. interest for the year to its Shareholders, which amounted to $36,000, is something which reflects great credit upon its managers. Some very much larger Companies failed to do any thing like as much as this, and I think all *bonâ fide* Shareholders must appreciate this fact. In conclusion I have only to inform you that the business of the Company this year up to the present time shows a large increase over the business to same date last year, and we hope at our next yearly meeting to be able to make a very good Report to you. Before calling for your vote I shall be happy to answer any question relating to the business before us.

Mr. ED. SHARP said—It is not my intention to put any questions particularly to yourself, Mr. Chairman, or to the Directors generally, but before we go farther,—before the resolutions are put to the meeting,—I must say that I cannot concur as a Shareholder in the advisability of the plan proposed. It appears to me that we are seeking to do too much, and it would be at all events a most inconvenient precedent to establish not only for the future of this Company, but of all other companies in China, if we are to do what is proposed at this meeting and in the way suggested. I am aware that great powers are given us under the Articles to alter any of the rules relating to the management or administration of the Company, but we are asked here to do more than that. We are asked to go to the root of the whole matter, and stop the duration of the Company. We are interfering with the constitution of the Company. Although the Chairman has said that legal advice has been sought—and I am sure the best ought to be had on such an important question—although I have every respect and deference for the opinion of the gentleman whose opinion has been taken—I allude to Mr. Hayllar—yet professional men differ in reference to matters. His opinion is only an opinion, and cannot be considered a dictum. I have great doubt as to the legality of the measure suggested. We can alter and modify the articles as we please, but does the power to modify give unlimited power to Directors at a meeting of this kind? If we touch the constitution of the Company we may be doing wrong; therefore, we ought to be very careful how we proceed. I wish to state so much, although this is but my own conviction. I think it ought to be mentioned on the minutes. If leg

refuse to transfer any shares that come from the General Agents or simply those from outsiders?—and can you tell me how it is that there are a number of mistakes on the Register?

The CHAIRMAN—What names are they?

Mr. MCCULLOCH—There are two names I know, and one of them is down three times and the other twice.

The CHAIRMAN—Well, give me the names.

Mr. MCCULLOCH—Sung Yow is one of them, and he is down three times. I forget the other, but there is only one man.

The CHAIRMAN—This matter will be investigated immediately, and if there are any mistakes they will be rectified.

Mr. MCCULLOCH—There is one down three times, and another twice.

Mr. GEARY—That man Sung Yow was down three times which would give him three votes, and he is entitled to two. But he has come here and taken shares under three different names. Everyone knows that it is a very difficult thing for foreigners to understand about the different names of the Chinese. That mistake, however, has been rectified. We have been three times over the lists of Shareholders and there is no mistake about them, and every precaution has been taken to secure the accuracy of the votes.

Mr. MCCULLOCH—That is quite right.

Mr. GEARY—Well, that is all I have to say about it. I am sorry you forget the other name, however.

Mr. MCCULLOCH—It is a similar thing.

Mr. J. GREIG—In the event of the resolutions being carried, is it the intention of the General Agents that the Company should be carried on as at present?

The CHAIRMAN—I have already stated that the Directors will take that matter into their consideration.

No one offering any further remarks,

The CHAIRMAN moved the first resolution as follows:—"That Regulation 12 of the Company's Original Articles of Association be altered by striking out so much thereof as begins with the words 'and shall exist and continue,' and ends with the words 'discharging its liabilities.'"

Mr. BELILIOS seconded.

The CHAIRMAN put it to the meeting, when

Mr. SHARP said—I think it would be better to have a poll.

The CHAIRMAN—Five have to request a poll.

Mr. MCCULLOCH.—We ask for a poll, and (pointing to several Shareholders beside him) there are five here.

Mr. DEACON—I think it is within your power to fix the poll for any time, and I would suggest that it be taken to-morrow.

Mr. RUSSELL—It is necessary to have three-fourths of the Shareholders present when the resolutions are passed.

Mr. DEACON—The 157th article says:—"If a poll be demanded the same shall be taken at such time and place, and either by open voting or by ballot, as the Chairman shall direct, and the result of the poll shall be deemed to be the resolution of the meeting at which the poll was demanded."

Mr. RUSSELL—But if you look at the ordinance you will find that the resolutions must be passed at a meeting where three-fourths of the Shareholders are present.

It was then agreed to take the votes by ballot, and Mr. Russell and Mr. H. Smith were appointed scrutators. The examination of the papers occupied a considerable time, and while it was going on a number of those present at the meeting left. Ultimately,

The CHAIRMAN said—The resolution is carried. The total number of votes is 495, of these 431 are in favour of the resolution, and 64 against it. The 431 votes represent 903 shares. That is more than the required number. I have to mention that the list of proxies could not be compared with the proxies themselves, but if any gentleman wishes it done they will be inspected to-morrow. At present they have been taken as proper for both sides.

As no request was made on the point,

The CHAIRMAN proposed the second resolution, as follows:—"That Regulation 111 of the Company's Original Articles be struck out therefrom."

Mr. BURROWS seconded.

The resolution was carried with few dissentients.

The CHAIRMAN then proposed the third resolution, as follows:—"That Regulation 159 of the Company's Original Articles of Association be altered by striking out therefrom the words "excepting under the provision of the 12th Article."

Mr. KERR seconded.

The resolution was carried, a few dissenting.

The CHAIRMAN next proposed the 4th resolution, as follows:—"That Regulation 160 of the Company's Original Articles of Association be altered by striking out therefrom the words "whether the same shall happen by effluxion of time or otherwise."

Mr. BERRETTO seconded.

The resolution was carried.

The CHAIRMAN—Before I close this meeting, Mr. Geary would like to make some remarks as to the general management of the Company.

Mr. GEARY then said—Gentlemen,—I desire to make a few remarks on this occasion on a subject which, though not perhaps strictly speaking within the purpose for which this meeting was convened, still I think you may expect to hear from me respecting it, I refer to the cost of conducting the business of this Company. The local papers have furnished you with a great deal in the shape of anonymous communications on this subject, but as usual with that class of information the statements are not reliable, in fact it is in consequence of the misrepresentation that has appeared that I now ask you to give me your attention for a few minutes. Let us review the history of this Company:—In 1871 my partner and predecessor here, Mr. Hitchcock, conceived the idea of starting the Chinese Insurance Company. He saw that, notwithstanding the then existence of several well established local Marine Insurance Companies, there was room for another Company to be established with the special object of conducting a local Chinese Insurance business and looking to the Chinese Merchants and shippers for its support. He did not expect that the Company would do a business equal to the three prominent local Companies, but he did think that business could be done which would well reward its proprietors. He associated with himself several gentlemen of this Colony who constituted the first Board of Directors (one of the original Directors is still on the Board, viz., Mr. Belilios). The Articles of Association were prepared under their instructions, and they invited subscriptions to the enterprise. Twelve per cent. interest per annum to the Shareholders was what was promised, and it constituted the first lien upon the Company's profits. The Articles stated how the business was to be managed and the remuneration to be paid to the General Agents. With this programme before them the applicants for shares sent in their names and the applications were about five times as many as the shares that the Directors had to allot, and the Company was started. The expectations of its projectors have been fully realized. Notwithstanding the depressed condition of trade and very disastrous years for Marine Insurance Companies that have followed, this Company has never failed to pay 12 per cent. per annum to its Shareholders, besides accumulating a very fair reserve fund and returning a portion of its profits to contributors; in other words, the Company has been and is in every sense a success. The commissions paid to the General Agents are 5 per cent. on the whole business of the Company, with 1 per cent. additional from that part of it which is obtained elsewhere than Hongkong. This is what we receive; this is what it was agreed that we should receive when we first inaugurated the Company; and this is what every Shareholder knew when he first subscribed for a share. A comparison has been drawn between the expenses of this Company and that of others, but the comparison has been unfairly made; it has been put as the percentage of expenses to the business done, and this is unfair to a small Company, for every business man knows that the relative cost of doing a small business of this nature is greater than that of a large one. There are fixed expenses such as rents, office expenses, survey fees, directors' fees, etc., which bear a heavy percentage on a small business and are scarcely felt in a very large one. I have already said that the projectors of this Company did not expect to do the same business as the older local Companies. The business is essentially different; the older Companies do a very large home business which is contributed mainly by their Shareholders and unless an applicant for a share can positively be a large contributor of business he is not admitted on their list. With us, we unfortunately have many Shareholders who contribute nothing to the Company's business and some who are dissatisfied that, under such circumstances they only get 12 per cent. for their money; but a comparison may be made with other Companies doing a precisely similar business to that of this Company, as for instance the China and Japan Marine Insurance Company, which is conducted by a salaried Secretary and a Board of Directors, and by its published reports you will see that its cost of management is greater than this Company's. The "China Traders" we have been compared with. I am somewhat surprised that such a comparison was drawn, but we can better compare with this Company after the first year's Report under its present system. But the real question is, can the business of this Company be conducted as advantageously at less cost than at present, and the Directors after a most careful computation say, no, and the figures of the only other Company under a Secretary's management doing a similar business to ours support their opinion. Regarding the commission paid to the various Agencies, this Company pays 5 per cent., as does every other Company in China; and with regard to the Agencies held by my firm I may tell you that the commissions earned do not pay the expenses of them by a very considerable amount. We should save a good deal of money by resigning the Agencies at Shanghai, Foochow, and Canton. Now I think the Shareholders of this Company have no real grievance. Those who are honest investors receive 12 per cent. per annum, and though to such of them as are not business men it may seem hard that a Company cannot be conducted without losses and without expenses, so long as they receive 12 per cent. for their money I should think they would be desirous to continue the investment.

Mr. FOONG MING SHAN then stepped forward, and said that as the business of the Company for the past three years had been conducted in a most satisfactory manner, and the management of the whole affair had been most satisfactory to the Chinese Shareholders, he would propose that the General Agency, the Chairman, and the Board of Directors continue as before. He hoped the business of the Company would continue to be prosperous.—(Applause).

The CHAIRMAN—This closes the business before the meeting. Another meeting will be held on the 6th October next, in order to confirm the resolutions passed at this meeting.

The proceedings then terminated.

UNION INSURANCE SOCIETY OF CANTON.

The ordinary yearly meeting of shareholders in the above Society was held at the Head Office, Hongkong, on the 21st instant. There were present:—Hon. P. Ryrie (chairman) Hon. W. Keswick, Messrs. Hoppius, F. D. Sassoon, Dalrymple, Belilios, Barnes, Ede, H. B. Gibb, Stahl, Alabor, Karberg, Agabeg, J. Greig, Linstead, Cairns, Landstein, Woonwalla, Jackson, Nelson, and Tack Mee.

The SECRETARY (Mr. Ede) having read the notice convening the meeting,

The CHAIRMAN said—You have had this Report and balance-sheet before you for some days, and I have very little to say regarding it. It explains itself pretty well. I regret that the result of 1874 is so small, but I think I need hardly tell people here that that was a year almost unprecedented for marine losses. In England some companies were obliged to wind up, and many paid but little to their shareholders, and few—very few—did reasonably well. We had a very fair amount of premia last year; in fact, larger than on previous years, but then there are the losses. And the fact that they all happened on first class vessels—vessels of undoubted character—was one of the extraordinary features of that year. Then, added to these were our local disasters, which happened on the occasion of the typhoon within a few days of a year from this date. By that alone we suffered a very serious loss. Had we escaped it, the result of the year would have been tolerably fair. But we had a loss of nine ships, and on that one night the sum we lost amounted to some $91,000. I am glad, however, to say that 1875 promises better, and we hope we will be spared a repetition of such serious losses as those of 1874. So far as we have gone this year I think the Office looks very satisfactory. If the shareholders wish the Report to be read now, I shall be happy to read it.

No one asking that it should be read,

The CHAIRMAN proposed the adoption of the Report and accounts.

Mr. NELSON seconded.

The motion was carried unanimously.

The following is the copy of the

REPORT.

The Directors have now to submit to the Shareholders the Report on the business of the Society for the year 1874, and for the six months ending 30th June of the present year.

1874.—From the annexed statement it will be seen that the net Premium collected for the half year 1st July to 31st December, after deducting return Premium and Re-insurances, amounts to $439,614.42, which, with the Premium received for the first half of the year, namely $334,033.69 as per last account issued, makes a total of $773,648.11 net Premium for the year.

The losses paid from the 1st July to the present date amount to $515,782.11. The balance of Working Account it will be noticed is $83,894.54. The whole of the outstanding risks have run off, but there are claims pending estimated at $56,000, and in order to close the accounts for 1874 the Directors propose to transfer $56,894.54 to the present year, for the liquidation of these claims, leaving a profit of $27,000 to be disposed of in conformity with the provisions of the Articles of Association, namely one-half to be carried to Reserve Fund and the other half to be distributed to contributing shareholders in proportion to their contributions.

The directors regret that the result of the year 1874 is so poor. They would, however, call the attention of the shareholders to the unusually large number of first class steamers lost during that year, and to the unprecedented and disastrous typhoon of last September, which involved the Society in serious loss, and accounts in a great measure for the smallness of the profit.

It is, on the other hand, satisfactory to note the increase in the Society's income, and with the continued support of the shareholders, the directors feel confident of the Society's future.

1875.—The accounts for the six months ending 30th June shew that the net Premium collected for the half year, less Returns and Re-insurances, amounts to $407,934.68.

The losses paid during the same period aggregate $116,807.67, the balance to credit of Working Account being $259,958.25, which will doubtless be considered satisfactory.

The position of the Society up to date, so far as it can be ascertained, is as follows:—

Balance of Working Account as above	$259,958.25
Estimate of Premium earned, less allowance for Re-insurance, Return Premium and Charges	180,000.00
	$439,958.25
Against which must be placed the estimate of losses known up to the present moment, namely	119,000.00
Leaving a balance of	$311,958.25

With reference to the London Agency, your Directors have much pleasure in stating that the result has been satisfactory. The risks have been well selected, and the business has proved remunerative.

DIRECTORS.

In consequence of the resignation of Messrs. S. D. Sassoon, Thos. Pyke, R. Rowett, and J. Whittall, owing to their departure from the Colony at various times since the last meeting, the Directors elected Messrs. F. D. Sassoon H. L. Dalrymple, J. F. Barnes and W. Keswick.

In accordance with clause 109 of the Articles of Association, Messrs. Ryrie and Lowcock retire from office, but offer themselves for re-election.

AUDITORS.

Messrs. Richard Deacon and C. Morland Kerr have audited the present Accounts. They retire from office, but offer themselves for re-election.

The CHAIRMAN then intimated that the amounts due to contributors were being made up, and the warrants would be issued as soon as possible. In accordance with the articles of association, two of the directors nominated at the formation of the Society had to retire at this meeting—Mr. Lowcock and himself (the Chairman). They offered themselves for re-election.

Mr. KARBERG proposed that they be re-elected.

Mr. WOONWALLA seconded.

The motion was carried.

The CHAIRMAN said Mr. Deacon and Mr. Kerr retired from the auditorship, but now offered themselves for re-election. He (the Chairman) proposed that they be re-elected.

Mr. LINSTEAD seconded.

The motion was agreed to.

The CHAIRMAN then said if any one had anything to say or to propose now was their opportunity. Otherwise the business of the meeting was at an end. He only hoped that this time next year they would have a better balance sheet to show. He thought himself, that there was every prospect of that. The disastrous part of the season was now well over, and he trusted that for the remainder of it they would be as fortunate as they had been at its commencement.

Mr. J. GREIG proposed a vote of thanks to the committee for looking so well after the interests of the shareholders.

Mr. LINSTEAD seconded.

The vote was accorded unanimously.

The CHAIRMAN said the committee felt very much flattered by the vote of thanks which had just been passed, and they would continue to do their best to further the interests of the Company in every way. As he had already said, if it had not been for the exceptional losses that had taken place the Office would, during the past year, have done very well indeed. (Applause).

The meeting then terminated.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

The following Report will be presented at the Eleventh Ordinary Half-yearly Meeting of shareholders, to be held on Friday, the 1st proximo, at 2.30 p.m.:—

In submitting the present Report, the Directors beg to congratulate the Shareholders on the satisfactory result of the Company's business for the six months ending 30th June last, the amount of Net Premia earned being considerably in excess of that for the corresponding period of last year, a balance of Tls. 57,442.02 standing at Working Account in favour of the Company.

The Directors, therefore, have pleasure in recommending to Shareholders the payment of a dividend of four per cent. for the half year. This will absorb a sum of Tls. 12,000, leaving Tls. 45,442.02 to be carried forward to the Credit of New Account.

The losses paid since 30th June amount to about Tls. 5,000, and so far as is known at present the only important loss to be provided for is that of the "Deerhound," on which the Company has a line of Tls. 30,000, of which Tls. 11,000 is chargeable to the half-year under review.

The Directors regret having to record the fact that the business latterly has suffered to some extent in consequence of action taken on the part of certain Shareholders to force the Company into liquidation.

As the Company is and has been in a sound and prosperous condition, the Directors, in the interest of Shareholders, cannot do otherwise than strongly recommend its continuance; and they are supported in this view to a material extent by the fact that only a very small number of the fifty-six Shareholders who signed the Requisitions are Contributors of business to the Company.

Two of the Directors, namely, Mr. Thos. M. Drysdale and Mr. O. C. Behn, having resigned, owing to their departure for Europe, Mr. J. M. Ringer and Mr. C. W. Siegfried have accepted the vacant seats at the Board, and their election requires confirmation by the Shareholders.

By order of the Court of Directors,

JOHN DUNN, Acting Secretary.

WRECK OF THE P. & O. STEAMER "SUNDA."

We very much regret to announce the wreck of the P. & O. steamer *Sunda*, but are pleased to state that no lives have been lost, and that there is some chance of yet saving the vessel. The *Sunda* is one of the P. & O. steamers plying regularly between Hongkong and Japan. After the arrival of the last English mail she sailed from Hongkong for Yokohama on Sunday, the 12th inst. Besides her cargo and mails, she had on board as passengers Messrs. A. B. Johnson, Recks, Bingham, H. Collins, and Amidici, five in all. Soon after her departure she must have encountered very dirty weather, but all seems to have gone well till about noon on Tuesday, the 14th inst., when she struck upon an unknown rock about one mile to the north of Turnabout. The details to hand are at present only meagre, but it appears that, soon after she struck, the P. & O. steamer *Geelong*, which left Hongkong for Shanghai on the same day as the *Sunda*, came up. This was a most fortunate circumstance, or the results might have been very disastrous. The mails, passengers, and crew of the *Sunda* were at once transferred to the *Geelong*. It was then discovered that the *Sunda* was severely damaged in the fore compartment where she had struck, and it was finally arranged to endeavour to beach her. This, fortunately, was subsequently accomplished. She was beached at what is known as Station Island, in the Haitan Straits, which is about 13 miles distant from where she struck. The fact of her having been taken such a distance would point to the probability that her injuries may not be of such a serious nature as might have been at first anticipated. It appears that on reaching Station Island news of the disaster was by some means sent on to Foochow, and a gunboat from that port at once left to stand by the wreck. The *Geelong* remained at Station Island till the arrival of the gunboat, and then left for Shanghai. Immediately on her arrivel there, the captain telegraphed the news to Hongkong. The rock on which the *Sunda* struck is, as we have already stated, unknown, but it appears there is about eighteen feet of water on it at low tide. At the particular part of Station Island where the *Sunda* now lies she is completely under water at high tide. The *Sunda*, which was under the command of Capt. E. M. Edmond, is a steamer of some 1,029 tons burthen.

By the British steamship *Douglas*, which arrived on the 22nd inst., we learn that the S. S. *Sunda* is still lying as described above. She is in four fathoms of water and at high tide the water reaches half up her funnel. The gunboat *Hornet* was lying by, and the wreck requires to be closely watched as the mandarin in that locality, although he gave the captain and officers quarters in a joss-house, is not seemingly very anxious to prevent plunder. Should fine weather continue, there is—if proper appliances arrive—every prospect of her coming off, as she has sustained no damage where she now lies.

THE LOSS OF THE BRITISH SHIP "DEERHOUND."

The German bark *Leemona*, which arrived here on the 13th inst., brought on Capt. Shearey, his two mates, and sixteen of the crew of the British ship *Deerhound*, which vessel was totally wrecked on the 30th August on the Palawan Shoals. The captain and crew were picked up by the *Leemona* in lat. 13.3 N. and long. 119.29 E., in two boats. The *Deerhound*, it appears, left Shanghai for London on the 5th August and had very fine weather until entering the Formosa Channel; from thence it was very dull, cloudy, and unsettled, with heavy squalls. On the 30th August at 3.20 in the morning the vessel suddenly grounded on what proved to be the Palawan Shoals. For six days previous she had encountered very dirty weather and the captain had no opportunity of taking observations. The vessel was carried on to the shoal by adverse currents. All that could be done to save her was tried, but finding their attempts useless the boats (two in number) were got out, and all hands left her with what could be saved, the vessel breaking up at the time. On the 5th instant, they fell in with the German bark *Leemona*, bound to Hongkong, and they were taken on board and kindly treated during the passage to port.

THE CAPTAIN'S STATEMENT.

Captain Shearey, late of the above ill-fated vessel, has kindly favored us with further particulars of the loss of his ship. He reports that the British ship *Deerhound* left Shanghai for London on the 5th August, and had light weather till passing the Prata Shoals after which they experienced unsettled, squally weather, which set in with thick and heavy rains. The wind was chiefly from the S.W. Owing to the state of the weather, they could obtain no reliable observations after sighting the Scarborough Shoals, and for six days previous to the vessel grounding had no sight of the sun whatever. At 3.20 a.m. on the 30th August, a brisk breeze blowing at the time, the vessel grounded on what is known as the North West and Danger Shoals. Every effort was made to get her off, but all to no purpose; as the water rapidly left the ship's side and she heeled over on her port bilge. Later on in the day they commenced to throw cargo overboard, with the view of getting her afloat the next tide. The vessel began to make water fast, and her steering apparatus was completely carried away through her jumping on the shoals. The next day they had less water alongside, having only eight feet six inches at low tide and nine feet eight inches at high tide, and only high tide once in twenty-four hours. Seeing there was no prospect of getting the ship off, but considerable risk of the masts coming down and breaking the boats, they were put out in readiness. The next day the boats were masted and provisioned ready for leaving the vessel. At 5.15 p.m. on the 1st instant, they concluded to abandon the vessel. The boats were manned, the chief officer and seven men left in one, and soon after Captain Shearey, the second officer, and eight men left in the other boat, and shaped a course for Manila. The first night after leaving they had torrents of rain and a nasty chopping sea, in consequence of which they were compelled to throw overboard a portion of the effects in the two boats, and two men had to be constantly bailing out the boats with buckets. The wind was chiefly from the W. and W.S.W., with heavy showers of rain and short intervals of calm. The weather continued till they fell in with the German bark *Leemona* in lat. 13.3 N., and long. 119.29 E. from Cootie, bound to Hongkong, by whom they were taken on board and treated with great kindness and courtesy until their arrival in Hongkong, on the 13th instant. They ran a distance of nearly 400 miles in the boats.

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry into the loss of *Deerhound* was held at the Harbour Master's office on the 21st inst., before the Hon. C. May, H. G. Thomsett, Esq. R.N., A. McIver, Esq. J.P., D. T. Roberts, Esq. (master of the ship *Ed. P. Bouverie*), and J. Meldram, Esq. (master of the ship *Solent*). The *Deerhound* was a British barque, official number 60,508; master, Jas. Shearer, number of whose certificate of competency is 31,798.

James Shearer said—I am a master mariner, and have been so for four years. I was formerly in command of the *Undine*, belonging to the same owners. I took command of the *Deerhound* in London, in February, 1873. I left Shanghai in command of the *Deerhound* on the 5th August last, bound to London. We had a cargo of tea and sundries. When we started we had a draught of 17 feet. We had very light weather till passing the Pratas Shoal. We sighted the Scarboro' Shoal on the 21st August, at 5.30 p.m. We had then squally and rainy weather, with the wind S.W. The ship struck on a rock on the 30th August, at 3.30 a.m. I endeavoured to beat down the centre of the China Sea. We had no observations for four days previously, when we were in lat. 11.46, long. 116.31. That was on August 26th. The latitude by dead reckoning on the 27th was 12.23, and long. 114.37. On the 28th it was 12.51 N., and 113.41 E. On the 29th we were in 11.49 N. and 113.52 E. After the vessel struck we got an observation on the land, and were in 10.41 N. and 114.30 E. I thought I was at least 60 miles off any danger. Between noon on the 29th and midnight she was steered south 32 miles, then south by east for 10 miles, then N.N.W. 10 miles, then W. by N. ½ N. 10 miles, then N.W. by W. 10 miles. At midnight the ship was tacked and went S.E. ½ E. 13 miles until she struck. I was not on deck when she struck, but had been there previously for 21 hours. I went below two hours before she struck. The first mate, who holds a master's certificate, was on watch when she struck. When she struck the weather was fine but cloudy. We had the moon in the early part of the night. If we had wanted to take star observations, we could not have done so as there was no horizon visible. When I went to bed I thought myself at least 50 miles from the the Scubis and Thitu reefs. She bumped hard when she struck, and I think there must have been a rock right through her bottom. I ran on deck at once, and found the ship on shore but saw no breakers round me. For the two days that we stood by the ship we had her head off with all sail set. At day-light after we struck I saw an island bearing S.W. by W. westerly, about 15 miles distant. After breakfast on the morning of 30th August I consulted with my officers about what to do, and we agreed to throw some cargo overboard. We threw about 120 tons overboard, but we found she could not float and we determined to abandon her. We had 10ft. 8in. at high water and 8ft. 6in. at low water alongside. There was only high tide once in 24 hours. We had 17 inches in the well when we left her, but the ship was lying right over, and we could not tell exactly. We did not cut away the masts. My impression was that there was a rock right through her. There were no junks or boats of any kind visible in the neighbourhood. We left the ship on the evening of the 1st September, having first rigged up our boats with sails and masts. The ship was so much on her broadside that the water washed over the gunwale on the port side. I took the long boat with the second officer, and there were ten persons in it. The chief mate took the other boat, with eight persons in it. We made arrangements to keep together and speak each other every morning, and I hung a light up every night. We endeavoured to make for Manila. There was a chronometer in each boat. I had a general chart of the China Sea in the boat. We had gone about 400 miles, when, on the fifth day, we fell in with the German barque *Leemona*, (Captain Ulrich) bound to Hongkong from Borneo. We all went on board, and were treated very kindly. We reached Hongkong on the 13th instant. I have no complaint to make against any of the officers or crew of my vessel. The steward drew my attention to the water running into the lazarette of the *Deerhound* the day before we left her.

Alfred Wilcs said—I was chief mate of the *Deerhound*, and joined her in London last November. I hold a master's certificate. I have held it ten years, but have never been in command. At midnight on the 29th-30th August, I relieved the deck, the captain and the second mate then being on duty. All plain sail was set. It was a dark, cloudy night. We were going about 4½ knots, with smooth water. We were looking out but were not expecting to come across any breakers. About a quarter past three the man on the outlook sung out "breaker's ahead." I told the man at the wheel to "hard down," and called out to put the ship about. She struck about three minutes afterwards. She did not strike very heavily at first. I used the lead at each side as soon as she struck, and there were about 2½ fathoms of water. Subsequently, when we found she would not come off, we concluded to throw some cargo overboard, and threw over about 30 or 40 tons. We commenced in the morning and did not finish till night. On the 31st we were pumping the ship, and getting the boats out and ready to go away. I am of opinion that it was impossible to get the ship off. We left her on the 1st September. There were seven persons in my boat besides myself, and they all behaved well.

Alexander Innes, the ship's carpenter, said—I joined in London last February. I was lying down on the top of my chest in my berth at the time the vessel struck. I went on deck and sounded the well and found no water. She was nearly upright then. I did not see water in the ship, but I heard water coming into the vessel under the lazarette. I have hardly been two years at sea. The most water I found in the well at one time was 23 inches; this was when she was nearly upright. Everything was done in my opinion, that could be to get the ship off. Cargo was put over board, but she never became thoroughly upright. When the vessel was on her beam ends I found less than seventeen inches in the well.

The Captain re-examined, said—Had I got all the cargo out the vessel would not have floated, as I think she had a hole in her bottom. I saw pieces of the vessel and her false keel floating away. The latter came up at daylight after striking, and later on in the day pieces of planking were strewed about round the vessel. The vessel was built of teak, strengthened with iron. I had about 900 tons of tea in the ship. The ship was registered at North Shields. I had 190 tons of ballast in, the proper quantity without cargo is 320 tons. I might have emptied the 'tween decks of the tea, but I was quite satisfied that had I done so the vessel would not have floated. I did not consider it was worth while trying to lay out any anchors, the tides were taking off after going on the reef.

Hans Jorgensen said—I was a seaman on board the *Deerhound*. I was on the look out on the forecastle-head when the ship struck. I think the vessel was going between five to six knots. The first thing that drew my attention was a noise in the water, which I took to be the current, but I saw white foam ahead and I called out, and the yards were put back and the vessel brought to. The vessel did not come head to wind before she grounded. The cargo was taken out of the 'tween deck, and the crew were at work at this nearly all day. I do not know how much was put out. The pumps were worked all day.

W. H. Robinson, the second mate, said—I hold a second mate's certificate, procured last October. I was in bed when the *Deerhound* struck. I went on deck directly. I heard men sent to the leads, and heard it called out 15 feet alongside. I saw the foreyards were put back, and soundings taken to find out where the deepest water was. During the day cargo was thrown overboard, but I do not know how much. In the course of the day I saw a part of the false keel come floating up, and small pieces of timber. I have been seven years at sea, and never been shipwrecked before. The vessel went over on her beam ends, and so much that the sea washed over her bulwarks. I consider everything possible was done to get the ship off. From the position of the vessel it was hard to tell positively how much water there was in the her. There was a great deal in, and she was pumped dry once. I heard water running in under the lazarette close to the aterpeak.

The Court was then cleared. The result of the enquiry will, as usual, be published in the *Government Gazette*.

THE NEW CHINESE ENVOY TO ENGLAND.

His Excellency, Kwo Sung-tao, said to have been just named Envoy to England in connection with the Yunnan affair, is at present Judicial Commissioner of Fu-kien. He is a native of Chang Sha prefecture in Hunan, the province which claims the honor of being the birthplace of the three most famous Viceroys of the time. Tseng-kuo-fan, Tso Tsung-tang, and Li Hung-chang, with each of whom, strangely enough, the subject of this sketch is or has been associated in the course of his career. His advancement has been the result of successful scholarship (in China estimates scholarship) for in 1845 he attained the high degree of Tsin Sze, and soon after won the highest of the four classes of honors for which Tsin Sze may compete,—the membership of the Imperial College of the Han-lin. He was thereupon appointed a Taotai—or Intendant of Circuit—the rank with which our foreign Consuls are by Treaty placed on an equal level, without passing through the earlier grades of District Magistrate and Prefect, in which so many aspirants for the honors of the State pass their entire official lives. His career was a successful one, for we find him in the early part of the last decade filling the honourable and lucrative post of Futai or Governor of the province of Kwang Tung; a position which he held for several years, during which period he was brought into not infrequent contact with foreigners, of whose character and countries he consequently claims some knowledge.

At this time Tso, the famous Viceroy who now rules over Shensi and Kansuh, was Governor General of Fuhkien and Chekiang; and, with the loyal designs of increasing the receipts from the native Custom Houses for the benefit of his Imperial Master, who was in great straits from his long struggle with the Rebellion, he took the control of these offices from the local magistrates, and gave it to appointees of his own, named specially for the purpose. With a like object, Tso also introduced the well known Inland way tax of the Likin. These acts led to a quarrel which result in the downfall of Kwo sung-tao. The two mandarins are maternal cousins, and if the common version of the affair be true, Kwo remonstrated with Tso in his private correspondence against taking from the local magistrates an established source of income, and against the Likin as a most oppressive tax. The latter point was certainly well taken, but there was more excuse for it at that time than at present, in the extreme straits of the national finances. Be this as it may, a quarrel arose, and Tso, as the story goes, threatened to denounce his brother mandarin to the Emperor, and charged him in his letters with want of loyalty, and with making dishonest gains. Kwo replied in a form, which we will not repeat, defying his cousin to do his worst. Such is the story as it runs popularly. Certain it is that Tso did denounce him three times, charging especially that he was better fitted for scholarly studies than for a great administrative post.

Kwo was degraded to a Taotaisship, the rank from which he had commenced to mount some twenty years before. He was likewise summoned to Peking to appear before the Emperor, but on the plea of sickness, an excuse often recognized in such cases, he withdrew from public life. That his degradation was owing to the grounds above alleged is not certain; the more especially as Kwo is reputed a loyal, and, what is more, an upright man. No doubt he is more outspoken and unbending than the generality of the mandarinate, and with a pride which cannot but be admired, he prefers not to cringe even to those above himself in rank. Even now he is said, as Judicial Commissioner, to display some temper, and not to be afraid of his superiors, with whom, however, he is in favor. We may here mention that his daughter is married to the son of Tseng-kuo-fan. Kwo's retirement, which took place some years since, ceased with the commencement of the new reign at the beginning of this year. It is not unusual, by an act of grace, to call an old servant again into employment with a fresh reign; and, at the recommendation of Viceroy Li, Kwo Sung-tao was given the appointment he now holds of Judicial Commissioner of Fukien. It has been recently reported that Shên, the Imperial Commissioner in charge of the Foochow Arsenal, nominated Kwo as his successor in that important position, soon to be made vacant by his own promotion to Nanking. There can be no doubt that Kwo is highly esteemed by these two—who are among the most influential and able men in the Empire; and the high offices he has held, his age (some 60 years), and his reputation for uprightness and boldness, warrant the expectation that he will prove worthy of the new and delicate functions with which he is soon to be charged.—*Foochow Herald.*

ATTACK UPON THE AMOY TELEGRAPH LINE.

We learn of a very serious attack having been made on the Great Northern Telegraph Company's staff and property near Huang Kow, resulting in the destruction of the greater portion of the line between this place and Huang Kow, and the robbery of a considerable quantity of the Company's material. It seems, from what we can gather, that the Company's Camp, containing a large collection of telegraph material, was attacked on the 4th instant by several hundred Chinese. At the time of the assault there was only one European in charge, and as the native soldiers, who by a fiction were supposed to be guarding the property, disappeared incontinently on the first approach of danger, the work of spoliation was short, sharp, and thoroughly complete. Mr. Holst—the gentleman above referred to—was seized by the ruffianly mob, plundered, and badly beaten; in fact, we are assured that he narrowly escaped with his life. During all this time, the main body of the construction party, including six Europeans, were about 5 miles in the rear engaged in putting up the line. On receiving the first intimation of the attack they hastened to the Camp, and on arriving there found that nearly everything had been carried off. The Europeans then thought it prudent to retire to a neighbouring Joss House, and subsequently to apply to the District Magistrate of Fu Ching hsien for assistance. This functionary arrived next morning; he appeared to be frightened, and proposed to arrange the "little affair" in the usual off-handed manner; not by arresting, or making any attempt to arrest the thieves, but by coolly returning about one half of the looted property, at the same time sending presents of sheep, pigs, and poultry to the telegraph Company's people. This mode of compounding felony many suit mandarindom—it is hardly acceptable to foreigners. We are assured that not a single man has been arrested on account of these robberies—*ergo*, the plunder continues, about 15 miles of line and posts having been stolen up to the 7th instant. It is evident that the Chinese Authorities must have an interested motive in again permitting this wholesale destruction of foreign property to take place.

The question arises "will these ruffians, emboldened by success, venture further afield?" We trust not! It may be that British interests at this Port are not in peril; but it is to be regretted, if there is any foundation for the report, that H.B.M.'s Consul has declined to co-operate with the Consul for the United States in procuring redress for the Danish Company. The interests—commercial and political—of foreigners in this country are identical, and when an injustice is done to one nationality the evil effect will, in all probability, be more or less felt by all the rest.—*Foochow Herald.*

A gigantic turtle from the Island of Ascension, weighing over 3 cwt., has been presented by the Queen to the Brighton Aquarium. It is considered to be the finest specimen ever seen alive in this country, and will be exhibited in a temporary tank in the central hall during the preparation of a tank for its permanent occupation.

A novel and difficult feat has been performed in Detroit. It was that of a man standing on the head of a common barrel and turning round for twenty-four hours without intermission. He commenced his task at six o'clock on Friday evening, and completed at 6 o'clock on Saturday evening, and was, during the whole time, watched by two men who relieved each other at intervals of six hours.

THE YUNNAN DIFFICULTY.

A correspondent of the *N. C. Daily News* writes from the North:—We can only get news by instalments, and even then very slight glances at what is doing; but it seems certain that the basis on which the Yunnan affair is to settled has been arranged, so far as promises are concerned; though I hear a rumour that Li has, at the last moment of the negociations, expressed a fear of his inability to punish the mandarins in Yunnan. I always suspected there would be a hitch on that point, though whether it comes sooner or later, may be an open question. As far as the Embassy to England is concerned, I am told the Chinese had decided to send a Mission to England before Mr. Wade asked them to do so, and they are doubly pleased that his wish coincided with their plan. There is a rumour that Mr. Twinem, Acting Commissioner of Customs at Tientsin, is to accompany the mission as interpreter. I give it you for what it may be worth.

In the meantime, Mr. Wade has left for Peking. Messrs. Grosvenor and Hilliar went up, and Mr. Mayers came down, but returns with Mr. Wade. No official notification has been given of the "settlement," beyond the appointment of the two Ambassadors Kwo and Heu, which has been officially announced to the Foreign Legations.

The Chinese version of the arrangement is—Promise to punish the Yunnan mandarins, if able. Embassy to London, with apology for Margary's murder. Unlimited intercourse with Chinese functionaries at Peking. Opening of Yunnan on West side. Indemnity (which is too much like blood money to merit thanks); and publication of foreign official business in *Peking Gazette* (which is one of the most practical points conceded.) The value of the remainder depends entirely on the firmness with which their execution is insisted on.

HONGKONG.

There has been but little stirring during the past fortnight. Dave Carson's troupe gave performances on the 16th, 18th and 21st instant, the latter under the patronage of the District Grand Lodge of Freemasons. Miss Jenny Claus, the well known and talented violinist, assisted by some gentlemen amateurs, gave a very successful concert at the City Hall on the 22nd instant.

We learn that it is now definitely settled that the 80th Regiment will go to Singapore in January or February next. The 28th Regiment, which is to be stationed in Hongkong, will arrive in the *Himalaya*, and this vessel will then take the 80th to its new station.

A meeting of the Hongkong Cricket Club took place at the Hongkong Club on the 13th inst. There were about twenty members present—Mr. H. B. Gibb being voted to the chair. Last season's accounts were examined and passed. A committee was then elected. A vote of thanks to Mr. Watson for his services as Secretary last season was carried unanimously. The meeting then separated, after the usual vote of thanks to the Chairman.

A meeting of the Legislative Council was held on the 22nd instant. The report of the Committee on the Estimates for 1876 was presented, and the proposals contained therein discussed. The vote for lighthouses was increased in order to secure more efficient men for the duty. Some discussion took place on the vote for judicial expenses, which it was decided not to increase. There was no other business of importance.

On opening the main hatchways on the morning of the 20th inst. on board the American ship *Pilgrim*, the coals which formed her cargo were discovered to be on fire below the beam. The police were communicated with, and a hand engine and a section of the Fire Brigade set to work to extinguish it. In the meantime Inspector Mathieson and a party of police went on board, after giving information to the U.S.S. *Ashuelot* and H.M.S. *Victor Emmanuel*. On board they rigged up a hand pump and subdued the fire so far as to be able to clear away the smoke and enable the men to get into the hold. By this time the Fire Brigade, headed by Mr. Creagh, arrived with a shore hand engine, mounted on a cargo boat, and they soon subdued the fire sufficiently to allow the coolies to commence discharging the coals. The fire brigade, &c., then left, with the exception of Sergeant Wassenius, two other Europeans, and a body of Chinese to work the fire engine. The vessel was then taken over to Yow-ma-tee Bay, ready, if necessary, to scuttle her. This, however, was not found necessary

CHEFOO.

2nd September.

No sign of action about the Promontory business which was noticed a few days ago. I believe the matter has been formally brought before Mr. Wade's notice, and it is to be hoped that something vigorous will be done, otherwise the lighthouse and all its inmates will be absolutely at the mercy of Li Wu and his followers. It is a fact that no one is allowed to supply the lighthouse with fresh provisions of any kind. The place is watched, and any one attempting to hold communication is caught, beaten, and fined, and then told to go and do it again. The last complaint is that the light-keepers have been destroying all the grass of the country—the fact being that a few sheep sent down by the Commissioner of Customs to provision the place had been seen browsing outside the enclosure.

10th September.

The U.S. steamer *Kearsarge* returned from her cruise to Tungchow, on the 12th instant. Mr. Sheppard found that the soldiers had been giving the Missionaries some trouble by being impudent. Their officers, however, seemed to be of a good class, and denounced their action, yet were unable to curb the furious propensity of their men to examine foreigners' houses, &c., &c. There had been nothing like a demonstration of hostility. The visit of the Consul and *Kearsarge* was made at the request of the Missionaries, and seems to have had a good effect at the moment. The *Kearsarge* remains at Chefoo for the present.—*N. C. Daily News.*

CHINKIANG.

Messrs. Spencer & Wolff write from Chinkiang on the 15th:—Since the date of our last business in Grey Goods has been partially suspended, and, as usual at the time of quarterly settling, very few sales have been made. We do not expect to see much improvement for another week or ten days, when an active autumn demand will most probably set in, as stocks in the country are reported to be very small.

NEWCHWANG.

7th September.

Nothing very new; yesterday we had some good rain, but want more, although it is too late for the peas and millet in this vicinity, for they are quite dried up. Produce has kept very dear in consequence.—The Japanese Colonel and staff who have been loitering here some time, inquiring about the best way of getting into Corea, have left per str. *Millet.*—The Chinese barque *Sin Tai*, is said to be under Japanese charter, but no one knows what the little game is.—Quite a lot of Enfield rifles have been jumped upon by the Customs, and will go towards our defence next winter, instead of against us, as was probably intended.—*N. C. Daily News.*

9th September.

On the 9th instant the Austrian Minister, Le Chevalier de Schaefler visited this port; on the 7th instant H.M.S. *Dwarf*; and on the 8th instant H.M.S. *Vigilant*, with Admiral Ryder on board. The first returned to Chefoo in the *Millet* yesterday, and the Admiral and his two war vessels, proceeds thither to-day. In connection with the visit of the Austrian Minister, I may mention the fact, that as His Excellency left Newchwang, he passed an Austrian merchant ship (*Virginia*) about to enter our harbour. This is the first time the Austrian flag has been represented amongst our shipping. A good many ships are in port, but as produce has risen considerably in price, at least three vessels have failed, as yet, in securing freights. One fine vessel (under the Chinese flag but with foreign officers) the *Ching-Tah*, has taken ballast and proceeds to some other port, while the *Aarhuus* and the *Carl Ludwig* have been in port for some time, and as yet have failed in securing employment.

After the driest summer on record, Newchwang was favoured with a heavy rain last Monday, and to-day (Thursday), again, we have had some very grateful showers. Not only has the summer been very dry, but extremely hot, and two or three cases of sunstroke have occurred. The weather is now, however, delightfully cool, and we confidently expect a charming autumn.—Correspondent of *Shanghai Courier.*

TIENTSIN.

August 31st.

On Sunday afternoon, August 29th, Her Britannic Majesty's ship *Kestrel* arrived here, bearing 'important despatches' for Mr. Wade, or bearing nothing whatever, forty-nine observers being of the latter opinion, and fifty-one of the former. The same day Mr. Wade had an interview with the Viceroy. No reporters were present. Mr. Wade had made every preparation to go to Peking on the afternoon of the 30th, and had expressed his intention to do so. On the morning of that day he had another five hours' interview with H.E. the Viceroy, which was either a breakfast or a battle opinions being divided as above. The *Dwarf*, meantime, had orders to wait for H.E. until twelve; at which hour, he not having arrived, she kindly tarried until he had; whereupon about the middle of the afternoon, she steamed down the river on her way to Chefoo, and not to Peking, to the amazement of the people, who had guessed wrong again. The admiral, it is now said, is not coming to Tientsin, and the *Dwarf* having several cases for court-martial, and having to undergo inspection, goes to Chefoo for ten days or more. The steam tug *Pathfinder* on her way up the river on the evening of the 30th, towing two sailing ships, had a narrow escape from running down a small Chinese passenger junk, which was quite invisible a few yards off, and which, in accordance with the universal Chinese practice in such cases, attempted to run across the bow of the tug. By rapid movements the tug evaded the boat, but the latter was caught by a pendant anchor of an American barque which was in tow, and a large hole stove in her, so that when she was cleared, she rapidly sank. The passengers were landed. *Mutatis mutandis* this is the history of fifty collision cases actual and almost actual, which take place, or almost take place, every year.—*Shanghai Courier and Gazette.*

9th September.

His Excellency, Mr. Wade, has let fall *nothing* relating to diplomatic affairs. He received a short visit from Governor Li, and other notables, yesterday, previous to his departure for Peking in the afternoon. This, of itself, is assuring. But undoubtedly the demands made on the Chinese Government have been conceded. Of course, details have to be arranged; but there seems to be no reasonable cause for a dead-lock now.

The Chinese report the amount of indemnity at 150 *wan* of silver (Tls. 1,500,000), but no one knows certainly. In addition to these concessions, it is understood that an Ambassador is to be sent bearing a letter of apology to the Queen.

At the Hai-kwan-ze, known to foreigners as the "Treaty Temple," where machinery was first used at Tientsin, for casting and fitting cannon, pikes, and other warlike material, another large building is in process of erection. The object of this building does not yet appear, perhaps it is a godown for military stores. This temple is about a half mile S. of the South gate of the city, and a mile and a quarter west of the foreign Settlement.

11th September.

There is little of importance to report from this "entrance to the Capital." It may interest some persons to know that His Excellency, Mr. Wade, was half-way to Peking at 10 o'clock last evening. All quiet and peaceful.

The Chinese have it that Governor Li does not feel equal to the responsibility of granting the demands of the British Government as made by its representative, but that he said a Commission would be sent to England to settle the matter there. Doubtless he would like to gain time.

The timbers for the dredging machine purchased by Governor Li last summer have arrived, and are being put together. The machinery is expected soon. It is to be hoped it may not be a failure, as were some formerly tried in this same muddy stream. If it is, Li will probably feel personally aggrieved, and never buy another. Messrs. Hall and Dunnill are the parties from whom the machine was purchased, and who are getting it ready for working. We wish them all success—and the machine too, in its future relations with the mud of the Pei Ho.

The *Shantung* in her passage up the river last Wednesday, did some slight damage to an empty salt junk. The owners refer the case to the U.S. Vice-Consul for decision, without a trial. It would be well if arbitration could be used in all such cases. The steamship *Conquest* arrived from Nagasaki this morning.

The new buildings at the "Treaty Temple" seem to be intended for workshops. They are commodious and well lighted. They seem to be well built, and are a great improvement on those now in use at this temple.—*N. C. Daily News.*

PEKING.

A Peking correspondent writes:—There is another little cloud rising in the political horizon; this time with Turkey. The Viceroy is secretly laying the ropes to get the management of the coming Turkish Embassy into his hands, and if he can see his way clear, he will "sit upon" the Mohammedans. He is said to be very bitter towards their mission to China.—*N. C. Daily News.*

There is not likely to be any public authentic news of the diplomatic action between Great Britain and China, for some time. There is, however, little or no doubt in regard to the facts. You are aware, of course, that Mr. Wade and the Admiral came to Taku on the 3rd in the *Vigilant*, and then to Tientsin in the *Dwarf*, and left the next day. Mr. Grosvenor reached here three days ago. The next day every one at the Legation was in consternation at orders to inventory the property, as if in case of probable hostilities. This is a characteristic movement, and is susceptible of several easy explanations by those who know Mr. Wade's crotchets. The announcement of the appointment of the commissioners or ambassadors to Great Britain, to which reference has been already made, appeared in the next issue of the *Peking Gazette*, the result, no doubt, of direct pressure from Mr. Wade. That such a step should be taken in case all is not definitively settled is, of course, most unlikely. Still no official publicity has yet been given to the status.

The Peruvian matter has been badly managed from the beginning. The papers were wrong in blaming Dr. Elmore for not pressing on to Peking at all hazards when stopped by the Viceroy, as the treaty contains an express stipulation, inserted by the late Minister, Mr. Garcia, that the ratifications should be exchanged either at Tientsin or Shanghai. But the "condition" which was made a stumbling block at first—to wit the requirement that Dr. Elmore should give his personal pledge that the treaty should be carried out, was, after all, actually given, in a separate document, dated—for obvious reasons—eight days after the exchange, but really made out before. The failure of the Peruvians to have the Chinese text ratified with the others was another blunder, and the management at Tientsin, after the interpreter died, was still worse, as the matter was taken out of the hands of the "Dean of the Ministers" here, and turned over to other parties. The treaty is substantially the same as that with the other Powers, and is perfectly satisfactory if observed. Prince Kung returns the formal call of Dr. Elmore on Monday at 2 p.m.

Assistants for the new British Embassy are to be selected from among several English-speaking students at the "Imperial College," whose names have been handed in to the chief of the institution for the purpose. This Academy has received a marked increase of prestige since the decision of the Government to send representatives abroad. Had the late Emperor lived, this action would probably have been quite impossible. The exact opposite of the predictions of wise foreigners has taken place. The Emperor's father is effectually shelved, Prince Kung enjoys unexampled power and influence, and the prospect for foreign relations was never brighter or more hopeful.—*Correspondent of Shanghai Courier.*

YOKOHAMA

Pirates on a small scale infest the Bay of Shimagawa. Close under the fort, the other day, a native boat was robbed of its cargo.

Mr. Katsu Awa has presented *yen* 1,000 to the Mercantile School at Kobikicho, Tokio, recently established by Mr. Mori and many other high officials.

We have received information to the effect that Mr. Joseph Taylor, whose claim for $3,000 odd against the N. M. S. S. Co. of Nipon was disallowed by the Judicial Court of Kanagawa, has given notice of appeal to the higher Court at Tokio.

The *ken* of Niigata seems to be largely productive of kérosine, which has been found in the neighborhood of many villages in that district. A company has been formed for collecting the oil by permission of the Government, and fifty-seven wells are now working, producing 507.25 *koku* per diem.

Suyehiro Shigeyasu, late Chief Editor of the *Akebono Shinbun*, has been summoned to appear again before the Tokio Saibansho on the 7th instant. He is still in confinement, so that the present complaint must be for some offence committed before he was last sentenced.

The ancient feudal state is still kept up in some parts of the empire. Even in Kioto attempts are made to prevent it from falling into desuetude. Takashima, *shizoku* of the Kogoshima *Ken* has got together many samurai of ex-daimio, and has established a school where fencing and the doctrine of Confucius are taught. About sixty young men, wearing their hair in the old style, and carrying swords in their belts meet at his place daily.

A farmer named Miyata in the Chiba-ken, some months ago, formed an atrocious design of murdering the whole of his relations living in the same house, with a view to possess himself of what property he could carry away with him. He thoroughly executed his purpose. His first victim was his elder brother whom he slew with a hatchet as he slept. He next murdered his nephew who was on a visit to the house, and then despatched his own father and mother. The wretch completed his bloody work by killing his brother's wife. Then, having taken all the money he could find in the house, probably no very large sum, he escaped, and remained undiscovered until a few days ago, when he was detected, arrested, and taken before the *Saibansho* of his *ken*. A full confession was followed by conviction. Heedless to say the unnatural murderer was executed. His head has also been exposed to public view and execration.—*Japan Gazette.*

Some four has been entertained that the disease called *pébrine* has attacked the silk-worm in certain parts of the country, but all that is proved in regard to this question is, that the *corpuscules* which were the invariable concomitants of the disease in France and Italy have been disclosed by careful microscopic examinations of the silk-worm of Japan. M. Pasteur, however, announced the existence of these *corpuscules* in the Japanese silk-worm as early as 1865, when a perfectly healthy progeny was reared from it. There is therefore nothing to warrant the conclusion that *pébrine* actually exists in the country.—*Japan Mail.*

Divers has been at work on the steamer *Cadiz* from Lisbon to London, which sank in May last, in about nine fathoms of water near Brest. Her cargo, which includes quicksilver, lead, fruit, and wine, was valued at about £40,000. The divers have been fortunate enough to bring to the surface a magnificent silver hunting-knife, set with precious stones, the property of a Portuguese nobleman. It is insured for its intrinsic value, £7,000, but it has a "fancy" value greatly exceeding that sum.

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Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1028 July 7

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW, *Taking Cargo at through rates for* TAMSUI.

THE Steamship "DOUGLAS," Captain Burnie, will be despatched for the above Ports TO-MORROW, the 26th inst., at 10 A.M.

Cargo for Tamsui will be forwarded from Amoy per S.S. "*Hailoong.*"

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

2d 1444 Hongkong, 24th September, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *viâ* SUEZ CANAL. THE Company's Steamship "ORESTES" will be despatched on or about the 27th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

1432 Hongkong, 21st September, 1875.

FOR LONDON *viâ* SINGAPORE. THE British Steamship "QUANG SU," Captain Holmes, expected to arrive here from Amoy about the 25th instant, will have quick despatch as above.

For Freight or Passage, apply to GILMAN & Co., *Agents.*

tf 1437 Hongkong, 21st September, 1875.

FOR LONDON, *viâ* SUEZ CANAL. THE Steamship "FLAMINGO," Captain Couche, expected shortly from Shanghai, will receive immediate despatch as above.

For Freight at current rates, apply to JARDINE, MATHESON & Co.

1420 Hongkong, 18th September, 1875.

STEAM TO YOKOHAMA. THE P. & O. S. N. Co.'s Steamship "MALACCA" will leave for the above place shortly after the arrival of the *Teheran* with the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 14th September, 1875. [1393

STEAM TO SHANGHAI, (*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.) THE P. & O. S. N. Co.'s Steamship "TEHERAN" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 14th September, 1875. [1394

FOR NEW YORK. THE A 1, British Clipper Ship "THYATIRA," Captain Mackay, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to RUSSELL & Co.

1438 Hongkong, 21st September, 1875.

FOR NEW YORK. THE A 1 American Ship "MIDNIGHT," G. Wallet, Master, will load here and at Whampoa, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

1390 Hongkong, 13th September, 1875.

FOR LONDON. THE A-1 17 years British Barque "ADA," Captain Asals, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

1208 Hongkong, 5th August, 1875.

FOR LONDON. THE A-1 15 years British Ship "MELBREK," Capt. T. Peirce, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

1400 Hongkong, 14th September, 1875.

FOR LONDON. THE A 1 British Barque "ENGLAND'S GLORY," Knight, Master, will load here, at Whampoa, and at Macao, and will have quick despatch as above.

For Freight, apply to A. MACG. HEATON, OR DEACON & Co., *Canton and Macao.*

1349 Hongkong, 3rd September, 1875.

FOR SYDNEY *viâ* ADELAIDE. THE A 1 British Barque "CORINNE" will clear for the above Ports on the 30th inst.

For Freight, apply to H. DAVIES.

1391 Hongkong, 13th September, 1875.

G. O. ROGERS, D.D.S., *DENTIST*, No. 7, ARBUTHNOT ROAD. (Will be absent until about November 1st.)

tf 247 Hongkong, 13th September, 1875.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. E. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1309 Hongkong, 18th November, 1874.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1875.

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Hermingham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

"Remaining, Gentlemen, yours very respectfully, L. S.

"To the Proprietors of SORTON'S CAMOMILE PILLS, London." [A261 1285 Aug. 21

YARROW'S SMALL STEAMERS and STEAM LAUNCHES, Built of Wood, Iron, or Steel. To meet special requirements. Screw Steamers, with speeds ranging up to 20 miles an hour. Paddle Steamers, with draughts ranging down to 6 inches of water. Contracted for. Prices from £200 upwards. Machinery constructed for Boats built abroad.

YARROW & Co., (late YARROW & HEDLEY,) Engineers and Shipbuilders, Isle of Dogs, Poplar, London. Prospectuses may be obtained at the Office of this Journal. [263 1111 July 17

OAKEY and SON'S EMERY and BLACK LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL). For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS Sold everywhere by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [621 51 Jan. 9

KEATING'S COUGH LOZENGES.—This UNIVERSAL REMEDY now stands the first in public favour and confidence. For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may therefore be taken with perfect safety by the most delicate constitution.

KEATING'S BOT-BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles, by all Chemists.

THOMAS KEATING, London, Export Chemist and Druggist. [July 3 591 1083

Vessels on the Berth.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*PESHAWUR*," Captain WHITE, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 25th September, at Noon, proceeding to Southampton and London, *viâ* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 24th inst.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 13th September, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on FRIDAY, the 1st October, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, September 1st, 1875.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CHINA*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 15th October, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, 15th September, 1875.

LEA AND PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, Declared by Connoisseurs to be THE ONLY GOOD SAUCE.

In consequence of spurious imitations of LEA and PERRINS' SAUCE, which are calculated to deceive the Public, LEA and PERRINS have adopted A NEW LABEL bearing their SIGNATURE, LEA AND PERRINS, which will be placed on every bottle of WORCESTERSHIRE SAUCE, after this date, and without which none is genuine. November, 1874.

*** This does not apply to shipments made prior to the date given.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [621 1419 Sept. 18.

CAUTION.

J. & F. MARTELL'S BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers.

1y 10 Jan 2] MARTELL & Co.

DINNEFORD'S FLUID MAGNESIA. The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION, and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.